



Right on the button

● Left: Lieut. Sally Roots, currently serving with the Aircraft Support Executive at Yeovilton, became the first Servicewoman to be chosen for the Great Britain Service Rifle Team after she won the RN Service Rifle Championship at Bisley — and they went on to top the international competition beating Australia by 71 points. Full results in next month's Navy News.

● Right: Wren Nicky Howard from HMS Culdrose was still hoping to be the Royal Tournament's first "Button Girl" as Navy news went to press last month — though her top spot in the spectacular Navy-led show's mast-manning display was threatened by a wrist injury sustained during training. Nicky was the first-ever Wren to top the 97ft mast when the HMS Daedalus-trained team appeared at the East Anglia Show last year.



New diesel submarines out of service by 1995 UPHOLDERS TO GO AS GAP CLOSES

FURTHER cuts in surface ships and submarines left the Royal Navy as the chief loser in the latest round of defence cuts outlined in last month's Statement on the Defence Estimates.

Defence Secretary Malcolm Rifkind said the rapid decline in the size and operational activity of the former Soviet submarine fleet meant there was no longer the same need either to sustain the current level of anti-submarine operations in the North Atlantic or to patrol the Greenland-Iceland-UK gap.

Unicorn the last out of Birkenhead

HMS Unicorn, fourth and last of the Upholder Class submarines, was expected to be formally accepted from Cammell Laird as Navy News went to press.

She is the last vessel to be built by the Birkenhead yard which over the past century and a half has built some of the finest ships to carry the White Ensign.

These have included HMS Ark Royal — the present Ark's immediate predecessor — and Unicorn's sisters Unseen and Ursula. ● The Princess of Wales's Royal Regiment has become affiliated with HMS Unicorn.

"We therefore plan to reduce the submarine fleet to 12 SSNs and withdraw the Upholder Class of four conventional submarines from service by 1995," he said.

"We are examining the relative merits of their sale, lease or storage."

● Turn to page 9

Sparring partners

THREE ships that show the shape of things to come — Armed Forces Minister Jeremy Hanley was on board HMS Norfolk (right) as she joined her sister Type 23 frigate HMS Monmouth and the RFA Auxiliary Oiler Replenishment Fort George for exercises off Portland.

"Fighting above our weight" — see page 9.



A ROYAL WELCOME



Royal Navy personnel serving in Northern Ireland are introduced to The Queen during her visit to the Province.

There's life at CADS but not as we know it!



Cochrane goes boldly forth

HEADING INTO WIND

HMS RALEIGH has finally taken delivery of four replacement yachts to be used for syllabus training at the RN School of Seamanship Sea Sense training centre at Jupiter Point.

Named Headstrong, Hedonist, Head-over-Heels and Heads-I-Win, the ten-metre craft are long-awaited replacements for the School's 27-year old Nicholson 32s, now well past their prime.

The new boats were collected from Warsash, near Southampton, and sailed down to their new home to take up their new training role.

Photo, right: The four boats, in formation on a starboard tack.



HMS COCHRANE'S Amateur Dramatic Society (the CADS) have scooped the four major trophies in this year's Royal Navy Theatre Festival with their way-out sci-fi musical spoof of Star Trek.

Produced by Lieut. Tim Finch and directed by Royal Marines Lieut. Barrie Mills, CADS won awards for Best Stage Presentation, Best Entertainment Value, and, for the second year running, the Scottish Cup and the Overall Competition Winner.

The cast of the musical, pictured above in their resplendent space outfits, were presented with their trophies by

Mrs. Susie Morgan, wife of Vice-Admiral Sir Christopher Morgan, Flag Office Scotland and Northern Ireland.

Asked for the secret of their success CADS Chairman Lieut. Phil Burton, explained: "We had talent in all departments and a cast with vast amounts of energy and enthusiasm. We just knocked the adjudicator for six."

Photograph, above, the colourful CADS cast of "Pardon Me, Is This Planet Taken?"

Jane gets her steam up



Photo, above, HMS Sultan's resplendent steam lorry with, inset, Jane at the wheel.

If you would like to follow Jane's example, and are prepared to contribute towards the upkeep of Sultan's steam lorry, then get in touch with Lieut.-Cdr. Lee Heritage (HMS Sultan, ext. 2464).

PROMISED a birthday surprise, Lieut.-Cdr. Jane Pears, WRNR, turned up at HMS Sultan, Gosport, to be handed a set of overalls, boots and gloves, and was then introduced to her partner for the day — a 63-year old, eight-ton, Super Sentinel steam lorry!

First, a complicated two-hour start-up procedure — turning on the ignition in this case involves holding a burning rag on a shovel under the front end of the lorry and waiting for the furnace to light! Finally, with steam up, Jane was behind the wheel, under the careful eye of her instructor, Fred Harding.

Her day of instruction included learning to negotiate the narrow gates of Forts Grange and Rover, reversing, a hill start, and a trip on the open road.

"It takes a lot of strength to heave the wheel around," she said afterwards, "and although the throttle and gearing aren't too complex they require skill to operate them properly. The other problem is that every time you tread on the brake you get a shot of steam up your trouser leg."

Jane's final verdict — "Fantastic! Well worth getting soot in my hair for."

— Memories in miniature



BACK in 1943 Jeff Woodhouse joined HMS Excellent, Whale Island, to start his basic training in the Royal Navy, quickly gaining his first taste of war when a German aircraft bombed the accommodation huts there.

Now 50 years on, Jeff is about to emigrate to New Zealand, but before leaving he paid a return visit to present three lead miniature models, which date from the 1940s, to the Whale Island Museum.

The models depict a Gunnery Officer (Sub-Lieutenant), a Chief GI and AB Gunnery Rate, and they will no doubt evoke many memories (fond or otherwise!) for many others who passed across HMS Excellent's famous parade ground.

Photos, above: Jeff Woodhouse (right) presents the models to Lieut.-Cdr. Brian Witts, the Curator of the Whale Island Museum. Inset, the three finely-detailed models.

HMS Manchester left Liverpool last month happy to fly the flag for her namesake city's bid to host the 2000 Olympics.

LRO Paul Shelley (left) and LRO Knocker White preparing to hoist the flag presented to the Type 42 destroyer at the end of her visit, during which the city's dignitaries hosted a reception for the entire ship's company.

Manchester is tipped as a strong contender to stage the Games, running second behind Sydney, Australia. The result is to be announced on September 23.

Meanwhile air stewardess Vicky Kirk was voted Miss HMS Nottingham when the Type 42 destroyer paid a week-long visit to the city whose name she bears.

She is seen here with two of her supporters, AB Mark Newman (left) and WEM(R) Simon Penlington.

The Nottingham has been exercising in home waters since her return from the Gulf in March and is currently preparing for work up at Portland and a deployment to the Mediterranean next year as part of the NATO forces stationed there.

PASSPORTS FOR 43 CHINESE

Forty-three Chinese serving with the Royal Navy in Hong Kong have been given UK passports in the first tranche of the quota of British citizenship available to locally engaged personnel.

Dulverton at play

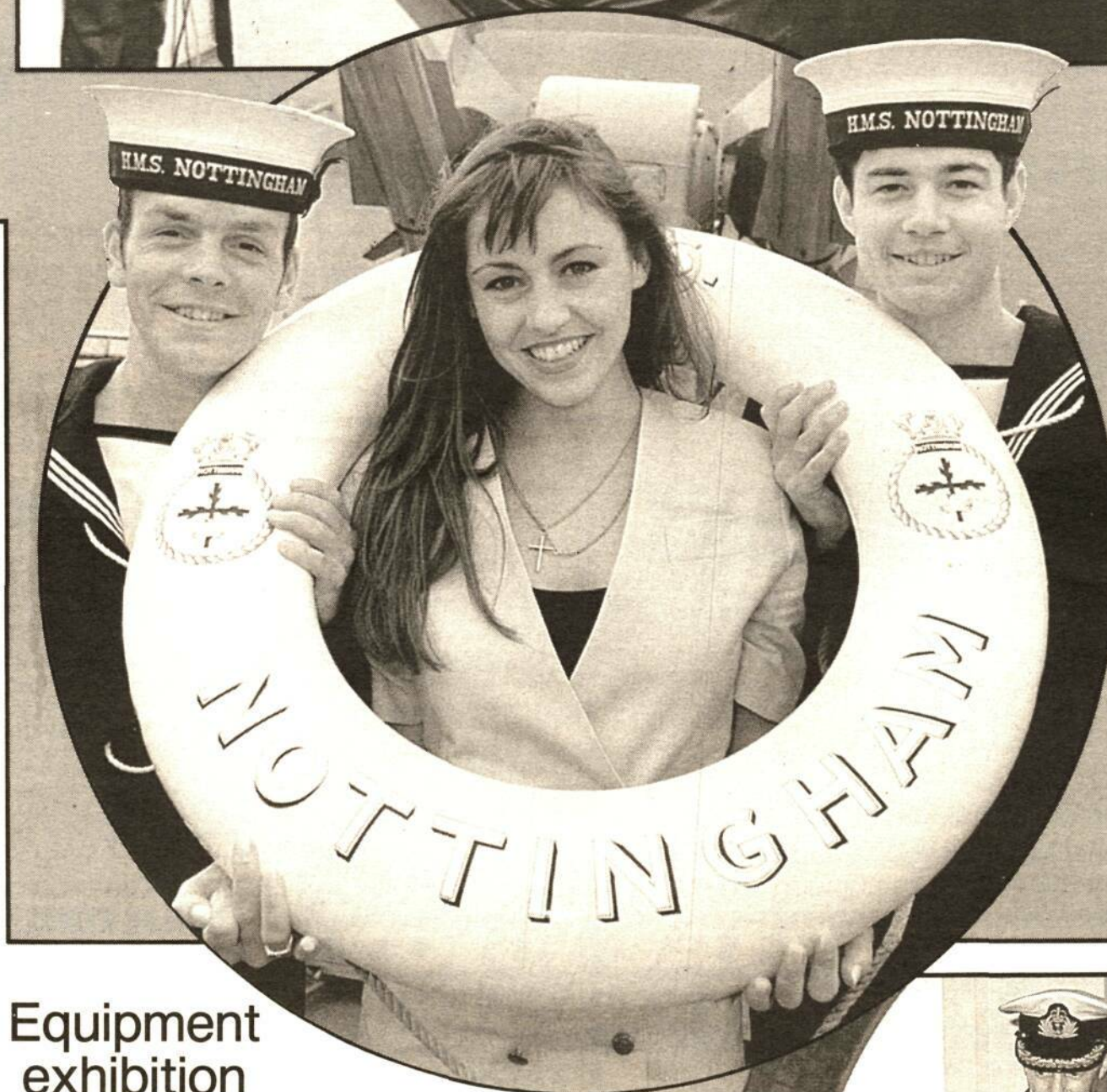
WHILE visiting Plymouth, members of HMS Dulverton's ship's company took the opportunity to reforge links with her affiliated namesake town on the River Barle.

The small community on the southern edge of Exmoor's hospitality included a visit to the Dulverton East point to point races; a performance by the Dulverton Players; horse riding, fishing and a closely contested game of cricket with the local fire brigade which resulted in a narrow defeat for the ship.

● Commanding Officer Lieut.-Cdr. Keith Harvey is seen here handing over a cheque for £175 to Karen de Burgh for Dulverton's play group at Hanover Court, which will go towards a new sand pit.



Hail to two cities



Equipment exhibition

The Royal Navy and British Army Equipment Exhibition will be held at Aldershot from 5-10 September.

A word with the Duchess

Visiting the Navy's engineering school HMS Sultan — now the largest naval training establishment in Western Europe — last month was The Duchess of Kent, seen here with LME(M) David Redington and the Captain HMS Sultan, Capt. Alan Ferguson.

Soon to take on courses from HMS Daedalus and RNEC Manadon, Sultan is soon to be starting a major building programme to accommodate an expected throughput of 1,500 students a year.



IN BRIEF

MARKING the 50th anniversary of the bombing of HMS Collingwood, a reunion was held by those serving there when 31 men were killed on 18 June 1943. An oak tree was planted in their memory.

□ □ □

During a 5-day visit to Cherbourg the Dartmouth Navigation Training Ship HMS Wilton held a Mess Dinner for 27 — believed to be the largest ever in a Ton Class vessel.

□ □ □

RN teams will be taking part in the Wallop Challenge and Air Display at Middle Wallop, Hants on September 5. Tickets are £5 (adults) and £2 (children) at the gate.

□ □ □

93-year-old Bert Membry, who served in the battleship HMS Collingwood in 1917-21, was invited to view Ceremonial Divisions at the weapon engineering training school HMS Collingwood at Fareham.

□ □ □

The Midi Accompanist computer-controlled electronic pianola designed by Lieut. Jeff Crofts has now been installed in 15 RN ships (See also page 16).

□ □ □

Sub-Lieuts. RNR Paul and Christine O'Neill have become the first husband and wife to sit and pass the same Fleet Board at CINCPACVHOMES Reserves.

□ □ □

Eleven RN personnel serving with the Loan Service Team, Royal Brunei Armed Forces were visited by Defence Secretary Malcolm Rifkind.

□ □ □

Prince Edward was guest of honour at a concert at RNC Greenwich in aid of the Duke of Edinburgh's Award Scheme.

□ □ □

The Royal Navy Birdwatching Society offers an engraved tankard and a year's free membership for best photographs of birdlife submitted to Lieut.-Cdr Brian Witts at Whale Island by October 29.

Be prepared remain the watchwords

SOME of you will no doubt have had dealings with the War Drafting Control Office (WDCO) in Naval Drafting Division, HMS Centurion ... but probably not many. It is a unique section and one of the lesser known organisations, whose primary purpose is to control the allocation of active service and ex-regular reserve rating manpower to war billets. This includes being the administrative centre for all the ex-regular reserve ratings of the Royal Fleet Reserve (RFR) and the Pensioner Reserve.

This month's Drafty's Corner will hopefully help clarify what happens in the WDCO section and how it might affect you, either as an active service or reserve rating.

Fleet and Pensioner Reserves

THE RN ex-regular rating reserves are made up of the Royal Fleet Reserve (RFR) and the Pensioner Reserve and should not be confused with the Volunteer Reserves (the Royal Naval Reserve (RNR)) administered by CINCPNAVHOMEReserves Division.

Those men leaving the service with less than 22 years service normally have a 3-year liability for RFR service, while those leaving with pension have liability up to the age of 55. Ratings who leave the service under the redundancy scheme are also liable for reserve service. Reservists who are in a civilian "Reserved Occupation" such as, for example, the Fire Service, Prison Service or the Police Force are exempted from call-out while in that occupation.

Women

At present neither females or QARNNS ratings are eligible for reserve service because of the current legislation regarding reserve liability. However in this age of sea service and equal opportunity for both sexes the question of introducing reserve liability for women is under review and will be one of the matters considered in the new Reserves Forces Act planned for the mid 90s.

Current totals of ex-regular reserves are as follows:

RFR 4200

Pensioners 12000

When a male rating is released from active service and is eligible for reserve liability, he is enrolled by the Registrar of Reserves within the WDCO in HMS Centurion and sent enrolment documents. Reservists are required to maintain a basic

scale of kit and members of the RFR, together with pensioners in their first 3 years of reserve service, are contacted once a year to update personal details. Back at HMS Centurion administration of the ex-regular reserves is carried out by a small group of civil service personnel on the Registrar of Reserves' staff who also maintain a fair amount of personal contact with reservists in the course of their work, either by letter or phone. Finally the Reservist is informed when his period of reserve liability eventually ends.

RESERVES ADMIN TEAM

Pensioners
RFR (A-K)
RFR (L-Z)
RFR Annual Reporting

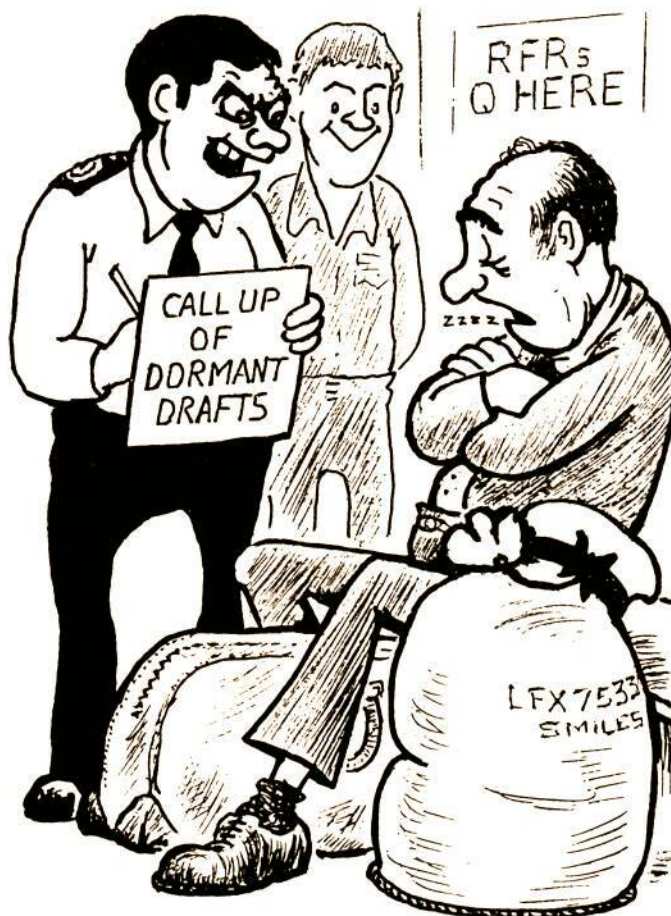
Mrs Grace Clark
Mrs Ruth Lowdon
Mrs Debbie Watts
Mrs Mary Richardsen

Ext 2046
Ext 2253
Ext 2199
Ext 2252



Drafty

... on War Drafting



"Here endeth the hibernation!"

Dual and dormant drafts

DUAL drafts are war billets which, because of the requirement for some pre-training or special qualification, need suitable active service manpower pre-matched to them in peacetime. There are over 700 dual draft billets and the WDCO endeavours to pre-match manpower to them on a continual basis. From a manpower control point of view, the Navy ashore comes under Manpower Control Establishments which are, in the main, the larger shore establishments. It is the Manpower Allocation Control Centres of these units with which the WDCO liaises regularly in peacetime concerning allocation of manpower for these dual drafts.

Dormant drafts are the equivalent of dual drafts, but for reserve ratings. Reservists are pre-matched to war jobs, as far as practicable, and these are called dormant drafts, of which there are presently over 3000. As all ex-regular reserve ratings would mobilise through a Main Mobilisation Centre, it is not necessary for individual reservists to be aware that they have or have not been allocated a particular dormant draft, nor what it may be. What it does mean is that by preplanning some drafts it avoids the need for Drafty to have to allocate all these drafts at one time if a threat or crisis were to suddenly arise.

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Looking to the future

AS a result of Options for Change, much work is taking place to reshape the Royal Navy but, as you will appreciate, this is no straightforward task. It is far from easy to define the present realistic threat, but what does seem clear is that in the immediate and medium term it is probably more likely to be that of an out-of-area (OOA) crisis. GRANBY (Middle East) CORPORATE (Falklands) and more recently, GRAPPLE (Bosnia) are examples of separate but very different crises involving our military forces and it would be naive to think that other crises involving UK Forces will not arise in the years ahead.

More emphasis is therefore being put on planning to meet an out of area crisis rather than the conventional World War III scenario with which we have been faced over the past 4 decades or so. The pre-planning of our forces to be able to react rapidly, if need be, to a developing crisis is a requirement for today and work is in progress, through legislative and other changes, to enable our reserves to play their part.

Finally, the mobile Reservist Reporting Unit, to which the RFR reported annually, has now been replaced by an annual mail contact. All

RFR's and Pensioner Reservists will be sent a document by mail annually, around the anniversary of their joining the reserve and all they will have to do is check the details, update as appropriate, and return the document to the Registrar of Reserves.

using an officially paid label provided. This will be a far simpler procedure for the reservist than having to travel to a reporting unit, but should be effective in ensuring that important contact is maintained and essential personal details updated.

WAR DRAFTING TEAM

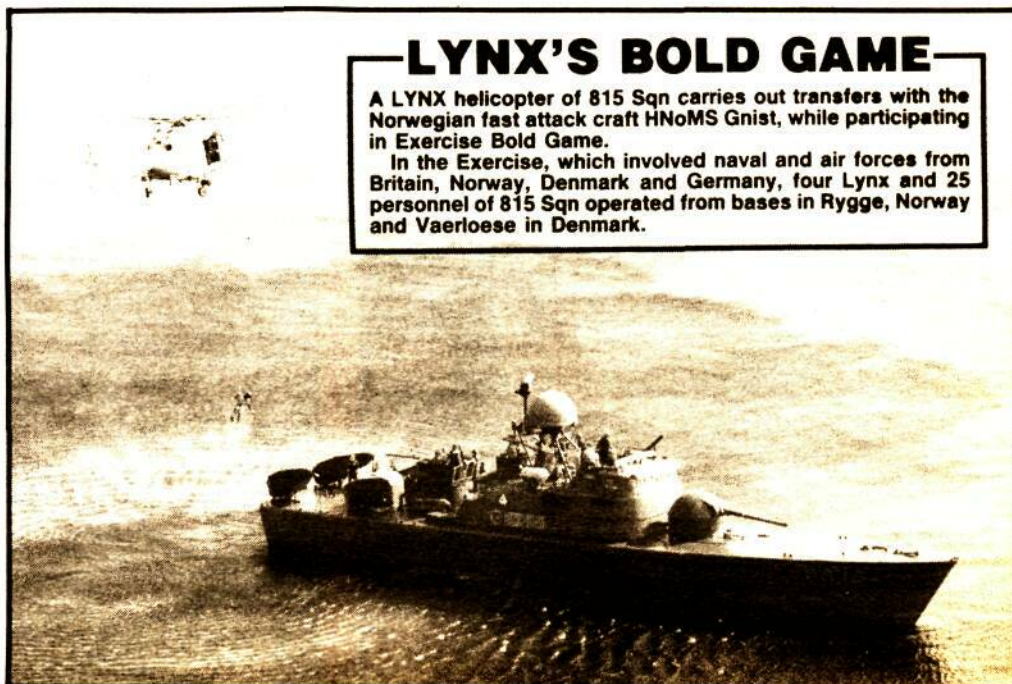
War Drafting Control Officer
(WDCO) and Registrar of Reserves
Assistant WDCO
Office Writer

Lieut-Cdr Nigel Parry Ext 2384
CPOWTR Martin Williams Ext 2105
WWTR Kim Barrowman Ext 2485

LYNX'S BOLD GAME

A LYNX helicopter of 815 Sqn carries out transfers with the Norwegian fast attack craft HNoMS Gnist, while participating in Exercise Bold Game.

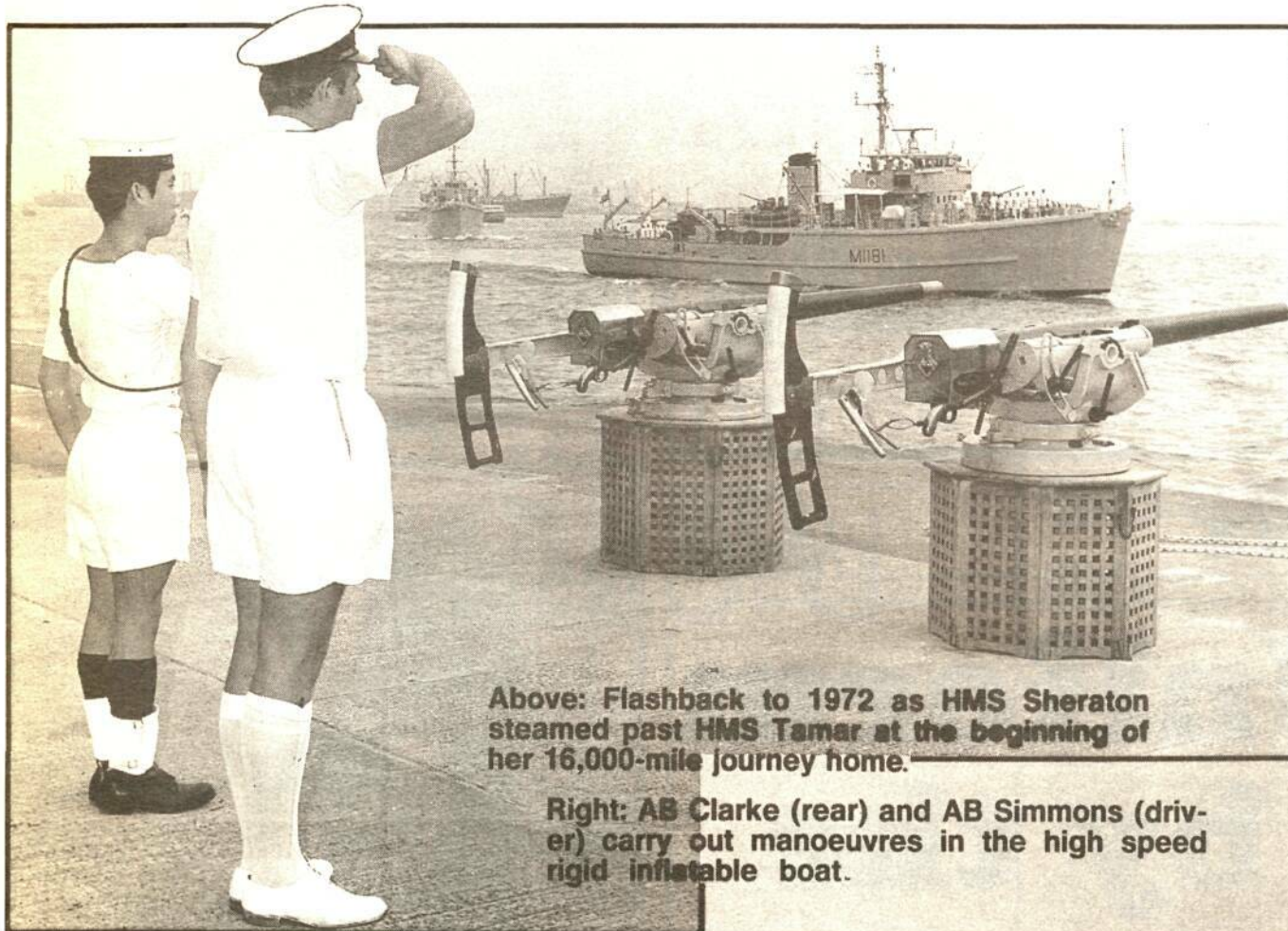
In the Exercise, which involved naval and air forces from Britain, Norway, Denmark and Germany, four Lynx and 25 personnel of 815 Sqn operated from bases in Rygge, Norway and Vaerloese in Denmark.





Ships of the Royal Navy

No. 453



Above: Flashback to 1972 as HMS Sheraton steamed past HMS Tamar at the beginning of her 16,000-mile journey home.

Right: AB Clarke (rear) and AB Simmons (driver) carry out manoeuvres in the high speed rigid inflatable boat.



CHECK OUT TIME FOR SHERATON

LONG overdue — and only just in time — the "Ship of the Month" spotlight falls on HMS Sheraton, the Coniston class minehunter, which was laid down in 1954 at Whites Shipyard, Southampton.

Launched the following year, the Sheraton was the eighth vessel of her type constructed by Whites and, ageing gracefully, she is still very active, although due to pay off in October.

Back in 1958 the ship's Mirrless diesel engines were replaced by Paxman Deltic diesels and she was recommissioned as a Royal Naval Reserve training ship. After spending four years in this role, she transferred to the 5th Minesweeping Squadron in 1962.

A two-year refit saw her form

It is this work she is still performing, identifying and boarding vessels to ensure no EC regulations are broken, thereby helping to conserve fish stocks.

Following the forced detention of three Fishery Protection Officers by the French fishing vessel Calypso earlier this year, the Sheraton was sent to patrol in and around the disputed fishing ground off Guernsey.

On June 1 she picked up on her radar what she thought to be a fishing vessel within Guernsey's six-mile limit. After giving chase, the Sheraton iden-



Length: 153 feet. Beam: 28.8ft. Displacement: 440 tons. Ship's company: 38. Main machinery: Two 3,000bhp Paxman Deltic 18a-7a diesels. Structure: double mahogany hull on aluminium frame. Speed: 15 knots. Range: 2,500 nautical miles at 12 knots.

alter somewhat; an enclosed bridge was fitted together with the latest minehunting equipment. Following a period of trials, the Sheraton left Portsmouth in August 1965 bound for the Far East and the 6th MSS.

During July 1969 the ship was very active in the Singapore Straits, starring in an instructional film on minesweeping. After the closure of Singapore Naval Base the Squadron transferred to Hong Kong and over the next two years her port visits included Bangkok and Okinawa.

The ship arrived back in England in August 1972 and joined the 1st MCM. The following years saw her taking part in many NATO exercises, including the clearing of the Suez Canal.

Sheraton sailed to Gibraltar in 1980 to undertake a major refit. It was found necessary to replace a substantial part of her hull and decking. This put back her completion date 11 months and she did not re-emerge until February 1982.

Transferred to the 3rd Mine Countermeasures Squadron in 1984, the Sheraton took up fishery protection duties in 1986.

tified the contact as the French stern trawler Alexandra and she was boarded outside the six mile limit.

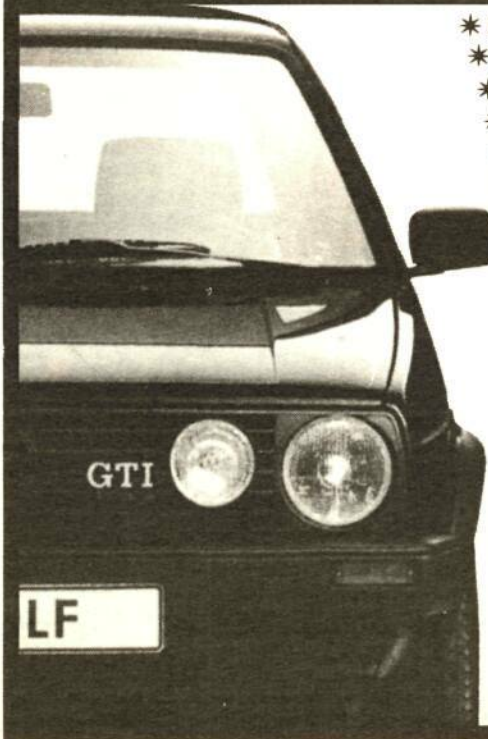
The French skipper was questioned and the trawler detained for more than two hours before the trawler was allowed to go on its way. The incident made front page news in Guernsey.

During her last patrol, the Sheraton's boarding parties boarded over 120 fishing vessels, thus demonstrating Britain's determination to protect her fish stocks.

Her recent ports of call have included Falmouth, Hull and the Channel Islands. Visits to Boulogne and London will follow.

POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

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I BELIEVE THAT THE BIG
TALL STOKER 'AS MADE
'EM BOTH DISAPPEAR



Hairless in Gozo

HMS Herald's men were not the first to shave their heads and "baldly go where no man has gone before" for charity (June edition).

I enclose a photo of me and my shipmates in HMS Girdleness at Malta in 1962 when we had the same idea to support a local good cause.

If any of the lads recognise themselves and want to get in touch, I'd be pleased to hear from them. — M. E. Flowers, Eastwood, Nottingham.

Letters

● Fashion throwback — detail from Joyce Denny's classic World War I poster with (inset) the latest designs for new WRNS uniforms.



Uniform by the House of Elliott?

FOLLOWING various pictorial releases in the National Press recently, I am writing with reference to the introduction of the 'proposed junior rating's (WRNS) dress'.

I may be one of a dying breed, but can say hand on heart I do read daily orders, Fleet Temporary Memorandums, DCI's etc and it could be that I missed any relevant publication; but I am becoming increasingly more annoyed that as a serving member I learn about proposed changes big enough to make a difference to myself or my colleagues through the national media; this proposed uniform being one of them.

I personally feel that the uniform we have now as Wrens is distinctive, smart, covers a multitude of sins and is easily and cost effectively maintained.

Response to the proposed idea through general discussion and debate amongst my work colleagues of both sexes here has been negative and indeed one of

horror.

The style is taking massive leaps backwards for WRNS uniform, as quick glances at any of the recruitment posters for the Great War will confirm.

The existing WRNS uniform does offer some confirmation of femininity and it is with awesome wonder I debate how I could get my bust into a white front and still retain some form of dignity in a uniform I am supposed to be proud of.

I admit I may be unique in my point of view, but perhaps if general comments and opinions were invited from the ladies that may soon be wearing this proposed uniform, "the powers that be" may save the Service much time, effort and money in light of defence cuts. — LWREN C. M. Davis, HMS Nelson.



Gannet up the Yangtse

YOUR piece in the June edition about the plan to restore the sloop HMS Gannet brought back memories of a later vessel of the same name — the Upper River Gunboat I served in on the Yangtse River in 1930-34.

I remember going up river was a struggle for her, as she could only do about 12 knots and the Yangtse was flowing at about seven. The pirates knew this. What they used to do was to station a junk either side with a rope stretched between them, so when a merchant ship ran into it, the rope would swing the junks alongside her and they could board her and rob the passengers.

The ships couldn't alter course as the river was too narrow, so they used to have a Chinese boat boy stationed in the bows with a hatchet to chop the rope if they got caught.

1932 was a disastrous year, for the river overflowed and drowned thousands of Chinese. They used to bury their dead on the river banks so the floods washed these away, too.

That was another job for the boy, who had to push the coffin out of our way with a boat hook. The lids had often broken open — it was not a pretty sight . . . E. R. Lawrence, Cirencester.

Coronation fly-past

I read with interest the article in the June issue about the new HMS Ocean — and the fact that her predecessor saw the first deck landing of a jet aircraft.

I was serving in her when she recorded another first during the Korean War. On Coronation Day in 1953 an entire squadron of Sea Fury fighters took off from her for the first time while she was at Sasebo, Japan.

They used RATOG for the take-off and I believe went on to do a fly-past over the allied front line in Korea. — R. Ry-lance, Huyton, Liverpool.

Piped music in NZ

Reading of Cdr de Burgh's interest in reviving piping in the Royal Navy (June issue), I remembered this postcard in my collection, showing the drum and pipe band of the battlecruiser HMS New Zealand, sometime between 1911-22. — G. F. Boniface, Haywards Heath.



No. 469 40th year

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Letters



Sea dog that held a sea-time record

YOUR correspondent LMEM of HMS Boxer (June issue) complains of a shortage of "days alongside" compared with days at sea — a ratio of 40 to 160 on "Orient 92" — and he asks how other ship's programmes compare with Boxer's.

I am unable to comment on the present situation but I can assure LMEM that, compared with ships during 1939-45, Boxer's sea-time isn't too bad.

My old ship, HMS Hawkins, left UK on 9th January 1940 for the River Plate and, until detached from the South Atlantic Squadron for refit, clocked up 235 days at sea for only 21 days in harbour.

These were mostly of one or two days duration because of restrictions on visiting neutral countries. The exception was seven days anchored off Port Stanley — yes the Falklands did exist before 1982! — but the time was devoted to self-refit.

Hawkins was not alone in this; other ships of the Squadron also spent long spells at sea, though I understand that at the time she had the dubious honour of holding the RN sea-time record.

For such an old ship to maintain long patrols at sea without breakdown reflected great credit on the crew, particularly the Engineering Department as was evident by her subsequent achievement of steaming 100,000 miles in just on 13 months

followed by a record run of 9,665 miles in February 1941. — J. O. Crump, Waterloo, Hants.

Come clean on standards

SPEAKING to fellow Senior Rates from time to time, we all come up with the same drip — when oh when in these days of prudent spending are we going to seriously look at the general employment of civilian cleaners?

There may be various establishments who are happy with the service they get — and I fully endorse their use on a ship alongside, to allow ship's company full advantage of the anti-hassle harbour scenario.

However, how many times have SRs, WOs or officers had to get servicemen to go in and scrub out afterwards, to fetch things up to rounds standard?

Let's have set standards if we employ these people, who won't clean over head height under the Health and Safety

Act, and endorse the fact that they work for us, not the other way round. Standards of cleanliness have without doubt gone down. — CY S. P. Jenkin, HMS Warrior.

Corfu clanger

REGARDING HMS Volage and Saumarez, mined in the Corfu Channel in 1946 — contrary to your report in the July edition neither ship was actually sunk.

Saumarez had her bow blown off and when Volage went to her assistance her own stern was damaged by another mine. Both ships survived, however, until they were broken up, Saumarez in 1951 and Volage the following year.

When the incident occurred I was serving as an ERA onboard HMS Skipjack. Together with HMS Welfare, Sylvia, Truelove and Seabear we swept about 20 mines laid by the Albanians in the Corfu Channel. — N. D. Ferns, Clanfield, Portsmouth.



For your delight . . .

I HAVE been following with interest the letters and articles in Navy News regarding HMS Royal Arthur at Skegness. This photograph shows one of the early classes which reported at Butlin's on 13 Nov 1939.

We were still short of kit — it was 12 months later on board HMS Enterprise that I completed mine — and most of the "rifles" were made of wood. I'm on the right of the two-ringer in the centre. — S. Hall, vice-president Warrington RNA.

Spelling out NVQs

CPO MEA(L) Bell in his letter 'The cost of learning by experience' (July issue) highlighted the very real advantages that National Vocational Qualifications (NVQs) will offer to Service personnel. However, he only discussed a small part of the ongoing scheme to introduce NVQs for Naval training.

NVQs are a rapidly expanding series of workplace-assessed awards which recognise the successful performance of skills inherent in all similar jobs within an industry.

The over-seeing authority, the National Council for Vocational Qualifications (NCVQ), built NVQs up from the lower skill levels to the higher. It is only recently, therefore, that the levels reached have become relevant to Naval personnel.

Also, in some areas of interest to the RN, skills competences are still being, or have yet to be, identified by a civilian Lead Body.

The RN has adopted a 'two-pronged' approach to allow the swift availability of NVQs at all stages in a career; awards by Accreditation of Prior Learning (APL) and for completion of certain stages of Naval training. As an initial step after an NVQ pilot study, resettlement candidates were offered the use of consultants to have their prior learning and experience (APL) assessed.

It is acknowledged this may be considered expensive, but the scheme gives maximum geographic cover and flexibility for those likely to be drafted during the assessment process. The rapidly developing Further Education College options will perhaps be cheaper and may, eventually, be equally as geographically flexible.

To assist with the evidence gathering task during a career, many Branches are actively pursuing the introduction of Personal Development Record files which parallel the National Records of Achievement recently introduced in Schools throughout the country.

Do not be over-worried if your old ships' companies have long since been dispersed, for NVQ assessors want to assess current work practices, so skills achieved some considerable time ago may have little weight in the overall assessment.

Service personnel may make an annual claim under the Individual Refund Scheme, of up to £207 in each Financial Year, for legitimate course fees. Therefore, the message is

— do not leave resettlement preparation to the last minute. Plan to do courses in good time and sequentially.

The second approach to the Service's introduction of NVQs is the embedding of awards into the Naval training process; generally, these will be offered free to trainees. The Royal Naval Cookery School are now offering an NVQ to new entry Cooks and the other Supply sub-specialisations will be following suit very shortly.

Not only is the award of NVQs to communicators at an advanced stage of development, but all lead schools are actively considering, where possible, how their training can best facilitate NVQ awards.

Finally, the management skills required of each rate/rank are currently being identified in RNSLAM; this will open up the possibility of the achievement of Management Charter Initiative's NVQs. This would be of particular interest to those specialisations which, predominantly, require Naval-specific skills.

Valuable

Of course, NVQs embedded in training will be, to a great extent, assessed and verified within the Service. This will allow many Senior Ratings to carry out assessments to the Training Design Lead Body (TDLB) D32 and D33 standards which could also receive recognition. What is more, those involved in instructional and training design duties may soon be able to work towards a complete TDLB NVQ.

Significant effort is being made in the Royal Navy to introduce a range of NVQs which will be genuinely valuable when personnel leave the Service. This work is beginning to bear fruit, placing the Royal Navy in the vanguard of employers offering these awards.

Anyone interested in his or her specialisation's progress towards NVQ awards should keep in touch with his or her respective lead school. — Cdr C G D Taylor D/DGNMT.

London overspill led to 'near revolt'

29 DAYS IN DEMOB SHIP ANGERS 1,750

From Daily Mail Reporter

GLASGOW, Tuesday. TROOPS who left the North-West Frontier of India in November for demobilisation "at Christmas or the New Year" cheered ironically as their ship, the 39-year-old City of London (9,000 tons), docked in the Clyde late yesterday.

Shivering and angry, 1,400 soldiers and 350 men of the Royal Navy came ashore early this morning, 29 days after leaving Bombay.

They spent Christmas in the Red Sea, "celebrated" the New Year in a Mediterranean storm, saw their ship holed, had two small fires on

board, and had to pay Black Market prices in the canteen.

During the voyage they bombarded officers on board with complaints of living conditions. These were typical:

Four hundred men ate and slept for a month in mess deck No. 2. Only 21 wash-basins for more than 600 men on two mess decks.

Canteen prices: Tin of pears, 4s. 3d. (1s. 6d. in India); sausage meat, 3s.; and soap 8d. a bar.

The purser and chief steward, Mr. McDonald, said prices in the canteen were high because most of the things had to be bought in the Black Market of India. There was no profiteering.

A FEW days ago I came across this old cutting from the Daily Mail of 16 January, 1946. The City of London was on her way home to the breaker's yard. We left Bombay on 17 December, 1945, and arrived in Glasgow on 15 January — and I remember it was certainly a hectic voyage during which tempers became very frayed.

Some 350 ratings were jammed into one relatively small compartment, sleeping on the deck, on benches and on tables and on two or three layers of hammocks.

Being a non-smoker I only slept there the first night, because of the thick fog that was soon generated and the lack of ventilation. I found two convenient hooks on the upper deck where I could sling my hammock and I slept there for the rest of the voyage.

I was lying in it as we came up the Clyde — the banks were a picture, white with frost, but I was warm as toast.

The Daily Mail reporter missed a lot of incidents which led up to a near revolt on board, owing to the chaotic conditions. One consolation was that we were allowed to miss Customs, which was just as well. — R. Hill, Bridgnorth, Staffs.

SOMEONE HAS TO LEAD...



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Endurance — home and dry



Photographs:

Above — Endurance's powerful ice-breaking bows revealed in the drydock at Portsmouth Naval Base.

Right — HMS Endurance in her more familiar setting as she passes through the Lemaire Channel at the west side of the Antarctic Peninsula during her last deployment.

Below — Warmer climates on her return home: Endurance floodlit during her visit to Cartagena in Colombia.

SAFELY shored up in drydock at Portsmouth, the ice patrol ship HMS Endurance is undergoing maintenance following her Antarctic deployment, when she spent two separate work periods of survey and inspection work, the first deep down along the permanent ice shelf of Antarctica and the second out in the wet and windswept areas of South Georgia and the South Sandwich Islands.

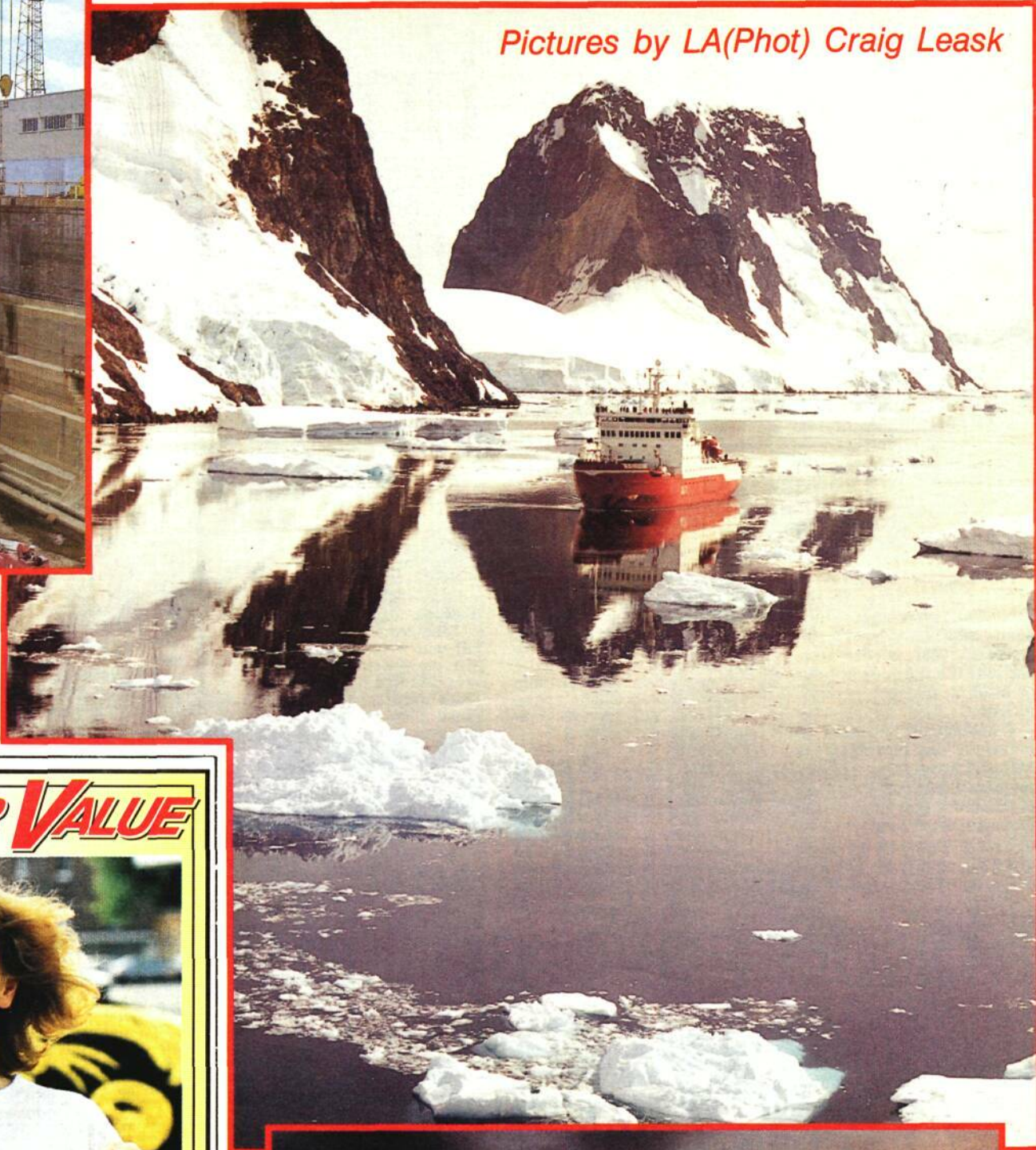
It was not, however, cold and wet all of the time. On her way south to the ice Endurance's ship's company were able to take the sun on the beaches of Forteleza in

Brazil, and spent New Year in mid-summer Montevideo in Uruguay.

Their return trip took them up the western side of the South American sub-continent into the Pacific Ocean with calls at the Chilean port of Valparaiso, Cartagena in Columbia, Panama City, then through the Canal into the Caribbean with a final port visit to Wilmington, North Carolina.

Now enjoying a Portsmouth summer, Endurance gets her paintwork renewed prior to her next ice patrol later this year.

Pictures by LA(Phot) Craig Leask



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Exciting times ahead

HIGHLIGHT of Endurance's next deployment will be her passage into Antarctica's South Weddell Sea, an area never before visited by a Royal Navy ship.

Her ice-breaking capabilities are likely to be tested to the full as she makes her way through the forbidding multi-year pack ice.

Accompanied by the Research Ship Bransfield, Endurance will visit the British Halley research base before pushing further south to land fuel drops for an international project with the Germans and Russians next year, entitled Euro-shack, which will involve an expedition into the little-known area of the Shackleton Mountains.

The programme of survey work to be carried out during the Antarctic summer (UK wintertime) will first be centred on the South Orkney Islands, with a second work period surveying the Port Lockroy area of the Antarctic Peninsula.

Due to depart from UK waters around the end of November, Endurance will once again be away until May next year when she returns for another summer at Portsmouth.

RN and RM deployments in mid-1993

1 CAMBODIA
Naval observers plus mine clearance training team.

2 CARIBBEAN
Frigates, RFAs, RM Training Team.

3 CENTRAL ATLANTIC
Frigates.

4 CHANNEL
Destroyers, frigates, submarines, MCMVs, offshore patrol vessels, RFAs, shore-based Sea Kings.

5 DIEGO GARCIA
Naval Party, RM detachment.

6 EASTERN ATLANTIC
Destroyers, frigates, submarines, RFAs, MCMVs, offshore patrol vessels, survey vessels, shore-based Sea Kings.

7 FALKLAND ISLANDS
Submarines, frigates, offshore patrol vessels, RFAs.

8 GIBRALTAR
Patrol vessels.

9 GREAT BRITAIN
Carriers, destroyers, frigates, submarines, MCMVs, offshore patrol vessels, RFAs, survey vessels, helicopters, RM Commando Forces, RM SBS, RM Forces for defence of UK.

10 GULF
Destroyers, frigates, RFAs.

11 HONG KONG
Patrol craft, RM detachment.

12 MEDITERRANEAN
Destroyers, frigates, RFA, submarines.

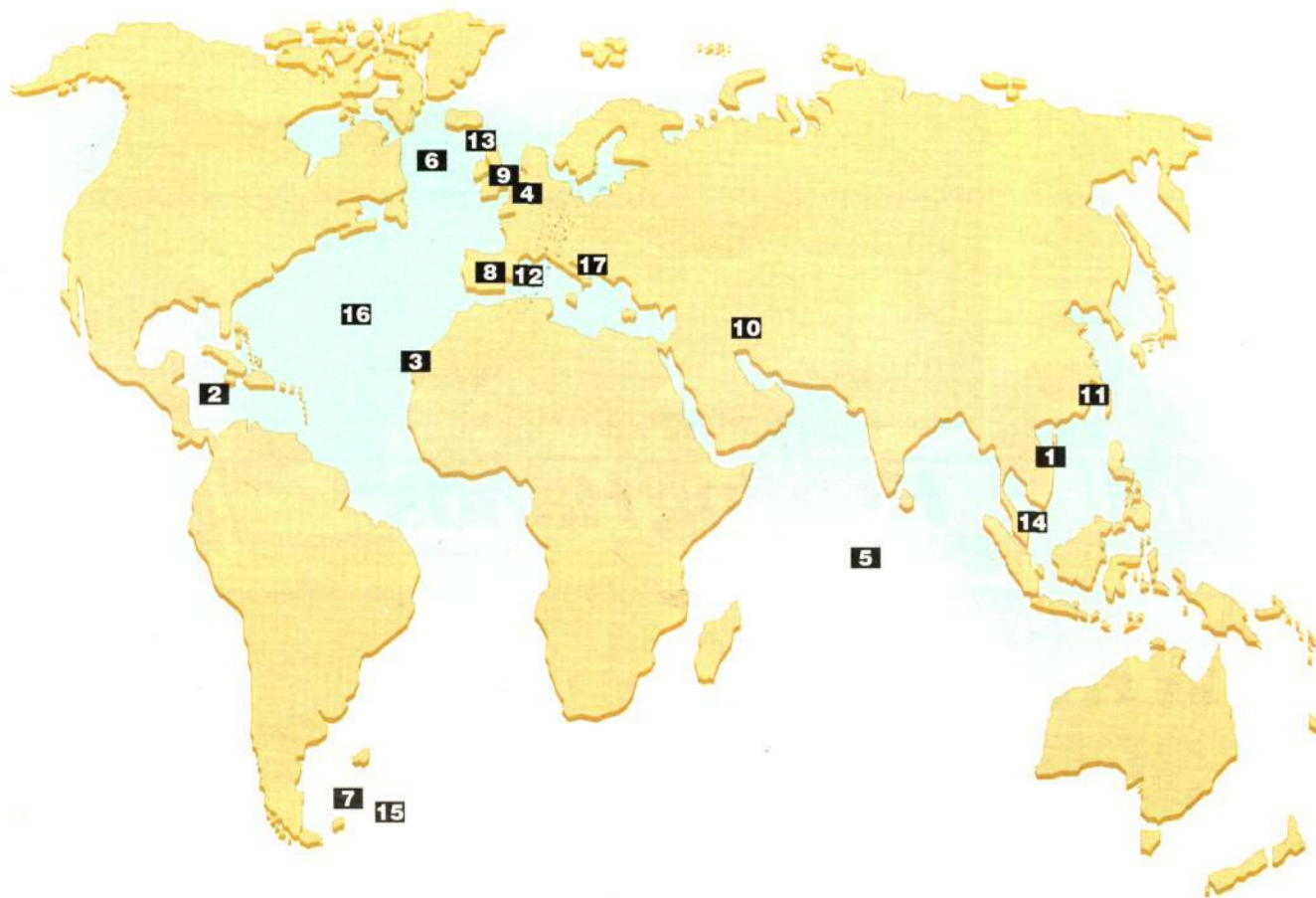
13 NORTHERN IRELAND
Patrol craft, RM Raiding Craft.

14 SINGAPORE
Destroyer.

15 SOUTH ATLANTIC
Ice Patrol Ship.

16 WESTERN ATLANTIC
ASW Carrier, Submarines, Frigates, RFAs.

17 ADRIATIC
Carrier, Destroyer, Frigate, RFAs, Helicopters, Sea Harriers.



Fighting above our weight — we can still do it

THOUGH the latest Navy cuts were followed by rumours that a reduction in the RN's commitments would inevitably follow, new Armed Forces Minister Jeremy Hanley was quick to defend the capabilities of a still "leaner, fitter" Navy.

"I believe that we should continue with the roles that we carry out world-wide — we fight above our weight, we are very professional and countries around the world turn to the British Armed Forces for leadership in times of trouble," he told Navy News while visiting HMS Norfolk in the Portland exercise area a few days before the Defence White Paper that announced the loss of five more warships

and the four Upholder class conventional submarines.

The Type 23 frigate coupled with the EH101 Merlin helicopter was presented in the Statement on the Defence Estimates "Defending Our Future" as a project that "struck the right mix of capabilities" to meet the demands of NATO's new force structures and the UK's security interests home and away.

Six of the Duke Class ships are now in service and two more, Montrose and Westminster, are planned to be accepted later this year. Five more are on order and further orders are planned.

"HMS Norfolk is quite clearly one of the most advanced ships that we could possibly have in the world, built on the strength and successes of the Royal Navy over the years," said Mr Hanley, whose first visit to an operational RN ship left him "astounded by the professionalism" he encountered.

"There are getting on for 100 fewer people in the Type 23 than in the Type 22 and yet it is fully able to carry out the same capability — some would say that has sharpened some of the skills.

Impressive

"The Royal Navy has the equipment and it has the manpower to be able to do the job for the coming few years. The most important thing I want to see implemented is the recognition, not by those within the Forces who understand the position very well, but by those in the outside world of just how impressive the professional Armed Forces are.

"Members of the House of Commons and members of the public will have to be able to understand what our Forces can do — they have got to understand our capabilities and they have to decide whether they want us to continue with these capabilities."

● Armed Forces Minister Jeremy Hanley with Capt. James Perowne on board HMS Norfolk.



Hanley: "... countries around the world turn to the British Armed Forces for leadership in times of trouble."

DEFENCE WHITE PAPER

● From page one

"The reduced risks in the North Atlantic also mean that the surface fleet can meet its tasks in peace and war, including our contribution to NATO, with a force of about 35 destroyers and frigates."

There were, on the other hand "new challenges and potential threats" over the past year, both in Europe and in the wider world, that called for enhancements to the Fleet — hence the order for the helicopter carrier HMS Ocean which Mr Rifkind said would significantly enhance the RN's amphibious capability, pointing out that no such dedicated carrier had been available to it since 1985.

The White Paper said studies for the replacement of the assault ships HMS Fearless and HMS Intrepid were also continuing and it was planned to invite tenders to refurbish the Landing Ship Logistic RFA Sir Bedivere.

HMS Vanguard, first of the Trident submarines, was on schedule for acceptance later this year while construction of the next two, Victorious — due to be rolled out soon — and Vigilant was going well.

Also to appear later this year was a Joint Project Office for the Anglo-French-Italian air defence frigate designed to replace the Type 42 destroyer.

The Submarine Service's 12 Trafalgar and Swiftsure Class nuclear-powered Fleet submarines were being modernised with the latest sensors and command systems. Design options for a new Batch 2 Trafalgar Class boat to enter service around the turn of the century were being studied.

Modernisation of the flotilla of Mine Countermeasures Vessels continued with the replacement of the ageing Ton Class by Sandown Class Single Role Minchunters and a planned mid-life update for the Hunt Class.

Versatile

Five Sandown Class have now been accepted and tenders for a further batch would be invited "in the near future". Concentration on these versatile craft meant that the total size of the MCMV fleet could be reduced to 25.

It was no longer cost-effective to retain the older Ton and River Class, which anyway had a relatively limited capability, so these would be paid off — or, in the case of some of the Rivers, assigned to other tasks.

Sea Harrier FRS2 would replace FRS1 from the middle of next year. It would be armed with "look-down shoot-down" radar and would be armed with the AMRAAM missile.

Work on the production of EH101 Merlin ASW helicopters was proceeding well and it was planned to update the Sea King AEW with an improved radar and data link from around the turn of the century.

The two RFA Oiler Replenishment ships Fort George and Fort Victoria were due to enter service later this year.

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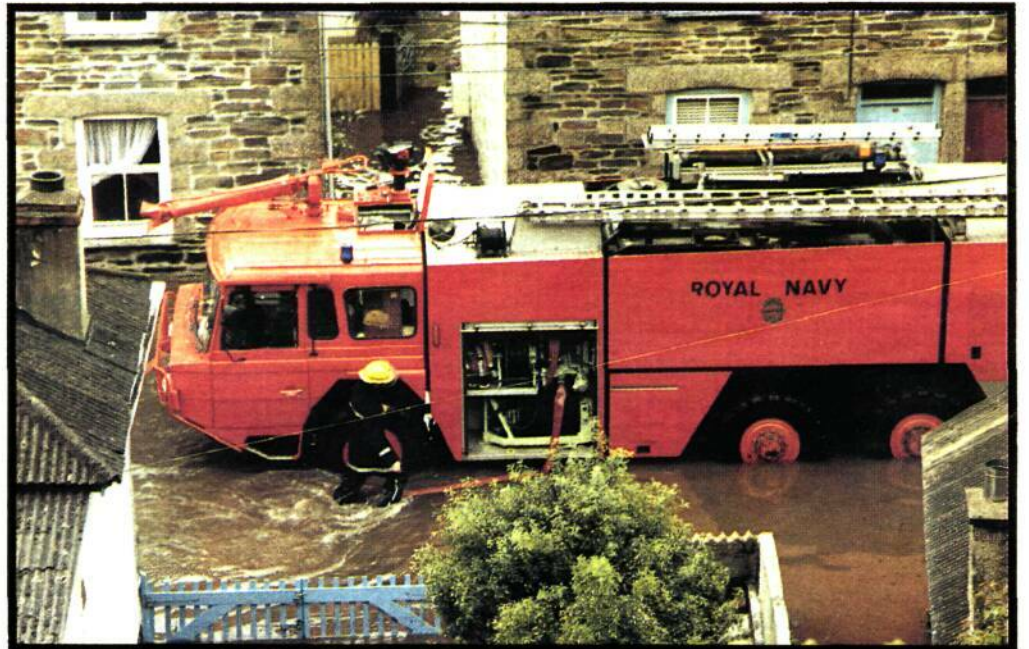
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HELP FLOODS IN

WHEN Helston and Porthleven, in Cornwall, were recently subjected to three times the average monthly rainfall in just 11 hours the result was extensive flooding and considerable damage to properties and roads, but personnel from nearby RN air station Culdrose rose to the challenge and assisted with the clear up.

Four air station fire crews worked alongside their civilian colleagues pumping out the worst affected properties while a working party of 40 sailors salvaged personal belongings and cleared up collapsed walls and crushed cars. Several temporarily homeless families were also accommodated in surplus married quarters by the base until their houses could be restored to a habitable condition.

● Culdrose's Mark 12 primary fire vehicle is pictured, right, axle-deep in water.



Helping Hands



London beef up for Barts

FOUR cycling sailors from HMS London raised over £1,000 for St. Bartholomew's Hospital when they raced the ship from Glasgow to the Pool of London.

CC Chris Smith, PO Martin Smith, WEM Gareth Jones and AB Pete Bailey were met on their arrival at the Tower of London by Yeoman Warders John Sparrow and Victor Lucas.

WASH AND BRUSH UP

WINDOW washers from the RN department in RFA Argus tackle Flyco having cleaned every window on board including the embarked Forces vehicles.

Spike Hughes, Gary Manning, Jim Spratt, Jim Kimpton, Lisa Halliwell, Al Stone and Lisa Harrison raised over £130 which was added to the ship's nominated charity when she returned to the UK last month.



Road runners

ARTIFICER candidates in classes IC104 and IC105, HMS Collingwood, raised £422 for the 28th Portsmouth Scouts by running in the Portsmouth Half Marathon. Sub-Lieut. Anthony Abbott and Lieut. Andrew Brown, of the Royal New Zealand Navy, who are also both on course in HMS Collingwood, took part in the London Marathon and raised money for a day centre for the mentally handicapped at Totnes, Devon.

Navy News

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Strongmen give fund a huge lift



DURING HMS Avenger's return from her South Atlantic deployment 12 "iron men" took part in a 24-hour "weightathlon", each one lifting 138 tonnes and raising, in total, £1,000 for the Imperial Cancer Relief Fund.

Pictured with their commanding officer Cdr.

David Durston are, back, from left, LMEM Gary Jones, LMEA Dave Clare, LS Simon Petrie, LWEM Dave Cavell and POCK Bill Ferguson; middle, MEM Dave Cameron, LPT Dale Randle, CK Carl Oliver and LS Ian Baker; front, LS Neil Morton, PO Gary Cardwell and LS Craig Smith.



Helping Hands



WHAT A WAY TO GO

CPO Spike Way, of HMS Trenchant, was able to put his talent for sports and fitness to good use when he took part in a triathlon at CTC Lymstone, raising £450 for CLIC (Cancer and Leukaemia in Childhood).

The gruelling event involved running four miles, cycling 17 miles and swimming 600 metres and, having had only a week to train after returning from sea, CPO Way came a creditable 34th out of over 200 competitors.

HMS Trenchant have raised over £500 for CLIC this year.

Tyred out at Collingwood

AS a "thank you" to the Wessex Children's Heart Circle, who cared for his two-year-old son David, LWEM Andrew Martin organised a sponsored car-pull to raise money for the unit.

Class LR390 from the Mechanics' Training School in HMS Collingwood, led by their section officer Lieut.-Cdr. John Green, dressed in silly rig to pull the car the 10 miles from the establishment to Portsmouth city centre and raised over £700.

Pictured with Cdr. Chris Woods and Class LR390 are LWEM Martin, his wife Tracey and son David.



BRAVE FACE AT HOSPICE

Rock steady

TO mark the start of their affiliation with a new day care centre, members of the ship's company of HMS Brave visited St. Luke's Hospice.

St. Luke's is one of Devon's leading hospices and the new centre will provide space for 25 patients to enjoy aromatherapy, hairdressing and massage, as well as medical and nursing care.

The hospice relies solely on the generosity of the general public and to this end HMS Brave will help with various fund-raising events, including their Sunflower Appeal and Golf Open Day at the China Fleet Country Club.

AB(R) Nathan Lewis from HMS Edinburgh, had a close shave when he visited the Kingfisher pub in Cwmbran. He volunteered to have his locks shorn off and helped raised £56 for the Royal Gwent Hospital's baby care unit.

HMS Raleigh have lent Hampshire Fire Brigade a 27ft Montague Whaler for a charity race along the south coast. In appreciation of the continued support they received from Raleigh, Divisional Commander Green presented Capt. Peter Dunt with a fireman's axe.

Lady Ina Harris presented a cheque for £2,000 to Mrs. Ivy

Lee, secretary of the Greater London North West SSAFA committee. The money was raised by local International Service Wives and fund-raising activities included the SSAFA Christmas Fair held in Northwood.

A team from the Hydrographic Office, Taunton, joined 83 teams from all over Europe to take part in the Challengers' Trophy, held in Cornwall. The Hydrographic Office hope to have raised £700 for the RNLI and Princess Margaret Barnardo's School, Taunton.

At the annual reunion of the HMS Dorsetshire Association, held in Plymouth, a cheque for £5,200 was presented to Capt. Timothy Martin, on behalf of Alexandra House (Royal United Services Short Stay Residence for Service Children).

Crew members from HMS



It was smiles all round when POs from HMS York, led by their First Lieutenant, Lieut.-Cdr. Fergus Gilanders, visited Ward 5, of the Victoria Hospital, Kirkcaldy. The POs presented a cheque for £210, handed over a framed picture of the ship and donated a large encyclopaedia for the older children.

Spartan helped raise money for Twig Lane Workshop for the Handicapped, in Liverpool, by taking part in a mock Grand National. Spartan's dark horse, CPO Mick Connor, won on the appropriately-named mount, Faslane.

Four air traffic controllers from RN air station Portland set off on a 3,000-mile dash around the UK to raise money for Cancer and Leukaemia in Children Trust (CLIC). Their journey saw them visit 50 MOD and United States Air Force airfields completing the

round-Britain dash in 127 hours.

Operation Overshoot was the idea of Lieut. John Scivier whose nephew received treatment for spinal cancer at Southampton General Hospital and who has now been given the all-clear. At the end of their flying visit the men had raised over £6,000.

A charity which undertakes research into cot deaths hopes a stray from the Gnomes of Zurich will bring in piles of sponsorship money thanks to the Navy.

The 2ft. 6in. gnome was ceremonially piped on board HMS Beaver at Devonport where he will "live" for up to six months during the frigate's forthcoming deployment. The gnome will be sponsored for the 3,000 miles HMS Beaver will cover.

Flag Officer Plymouth, Vice-Admiral Sir Roy Newman, held his annual garden party for the disabled. Local schools and organisations enjoyed a display by a MOD Police Dog Display Team, a Gazelle helicopter display, Morris dancers and a joint display by the RNLI and a SAR helicopter.

AN adventurous training expedition, led by Midshipmen Matt Read and Robbie Thomson, left Rosyth on board HMS Orkney to sail to the aid of islanders on North Ronaldsay. They had sent a plea to Captain Fleet Maintenance Rosyth, Capt. Robin Johns, to help them restore a 12-mile stone dyke which had been destroyed by heavy storms earlier in the year.

During their stay on the island the team managed to complete 1,000 metres of wall representing 12 tonnes of rock moved. They returned exhausted and windswept but having completed a fulfilling and worthwhile fortnight.

St. Anne's Church, in the naval base in Portsmouth, has been presented with a cheque for £600 in memory of the former Beverley cricketer Brian Smith. Brian was buried at sea by the church's chaplain, the Rev. Graham Batten, and, in appreciation of the service, his widow Brenda organised a series of fund-raising activities. Receiving the cheque from Mrs Smith on behalf of the church was Lieut. Ian Gillard, of the Naval Careers Office, Hull, who attended the presentation along with CPOs Geraint Horne, Jerry Rimmer and Terry Waterworth.

Daedalus dambusters



WHEN teachers and schoolchildren from Crofton School, Stubbington, needed to create a nature area as part of the National Curriculum, they asked personnel from HMS Daedalus to lend a helping hand.

The science department had laid the foundations for a pond but when they were advised of the water board fees and of the 20,000 gallons needed to fill the pond they came up against a "dam".

A team of naval air command firemen from the establishment's fire station came to the rescue and, after liaising with the local authorities and residents, hoses were run over several gardens to the nearest water hydrant.

The "dam busters", LA Mark Mitton (rear) and NAs Maz Marriot (front), Scouse Griffiths and Jay Leader took just three hours to fill the Crofton School pond.

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THE SUNDAY TELEGRAPH

TAKING THE TUNNEL

HMS Campbelltown, the Special Boat service, MI5, Special Branch and Army Intelligence are called in to face an enemy more ruthless than they have ever met before when a train is hijacked in the Channel Tunnel.

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People in the News



Brushing up the footwork

HMS Avenger's visit to Fortaleza, Brazil's "Lambada City" set the blood of her ship's company racing... but why step ashore for lessons in the raunchy dance when an expert was there on board.



CPOSTD Keith Farrow only dances the lambada with his wife, Valerie, but for the purpose of demonstration he was willing to take to the floor with a long-handled brush.

For three years running Keith was Senior Rates' Mess Lambada Champion. He and Valerie decided to go in for a competition while Keith was Chief Steward to Commander British Forces Gibraltar. Guided by a video, they perfected the routine which was to win them the hat-trick of prizes.

Picture: Cpl Stuart Fenwick RAF

Worse things happen ashore

Disaster at sea is something we all learn to live with. But worse things can happen ashore — when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund looks after Royal Navy and Royal Marines widows and orphans from two World Wars and the Falklands Campaign to the present day. It is also the vital safety net for the many organisations serving the Merchant and Fishing Fleets. In 1992 alone, over 80 maritime charities received more than £2.1m in help from KGFS.

But your own special Charity needs your help too! Please support us with your donation now and your legacy in the years to come. If your dependants should ever need our help, we'd like to be around to give it!



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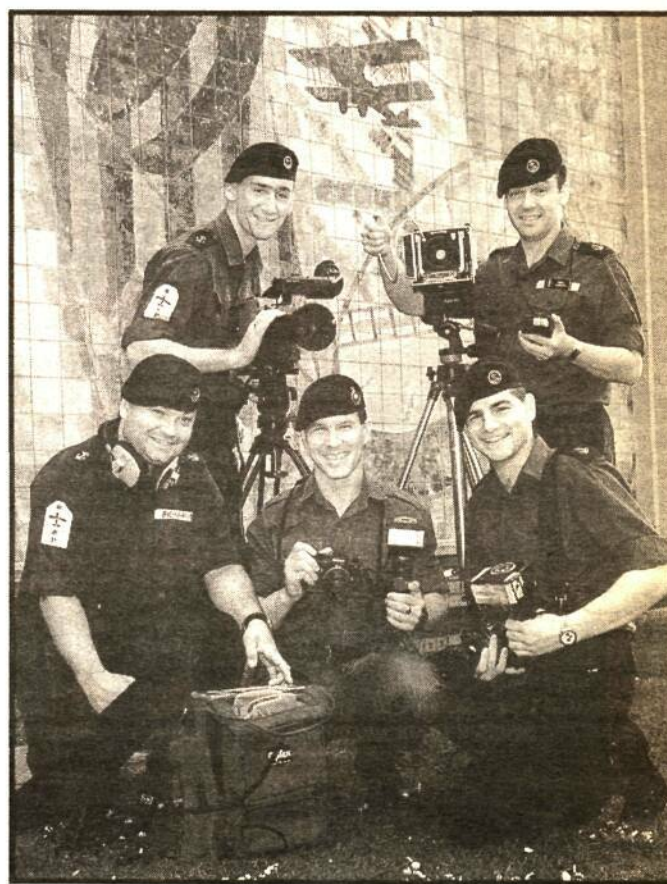
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End of an era at phot school

IT'S ALL change in the training of Services photographers. Posing (right) are members of the last Photo G. course to pass out from the Joint School of Photography, RAF Cosford.

The Ground photographic training of the three Services is now to be split — with the Royal Navy and Army undertaking the "RN and Army Photographers Career Trade Training Course" and the RAF combining air and ground training into a single course.

Photo G 131, last of the old style courses, was all-RN. Pictured clockwise from top left are the graduates: LA(Phot) Mac MacDonald, LA(Phot) Nobby Hall, LA(Phot) Eric Kennelly, Mne. (soon to be LA(Phot)) H. Carpenter and LA(Phot) Taff Richards.



RIISING TO THE CHALLENGE

IN recognition of the particular challenges the sea poses to engineers, the Worshipful Company of Engineers has resolved to award a medal annually to an officer and rating deemed to have worked outstandingly well.

First recipients of the awards are Lieut.

Henry Parker, Weapons Engineer Officer of HMS Upholder and CCWEA Peter Derbyshire of HMS Chatham.

Candidates for the award must be of the engineering specialisations and appointed to a sea-going billet under the command of one of the operational Type Commanders.

A roasting from the Commodore



LAST BEM

LAST Royal Naval Reservist to receive the British Empire Medal — now replaced by the Member of the British Empire — was CPOWEA Gerard Thurmer, who was presented with the decoration by CINCPACVHOME, Admiral Sir John Kerr, at a ceremony on board HMS Victory. Gerard, now serving in HMS Calliope, has put in 20 years of service in the Reserve.

SMOKE can get in your eyes at a barbie... as LREG Parker discovered when he reached the head of the food queue at the opening of HMS Nelson's new barbecue oasis and picnic gardens.

Provided jointly by HMS Nelson's Property Department and the Leisure and Amenities Fund, the facility includes two barbecue hard standings, a bar area, picnic benches, a patio and outdoor lighting.

Cdre. Roger Lowndes performed the official opening and served up a ceremonial beefburger under the slightly concerned gaze of CK Sinbad Duchesne. For bookings, contact the LAF Sec. on HMS Nelson ext. 24185.

Picture: LA(Phot) Andy Pratt

CREDIT WHERE IT'S DUE...

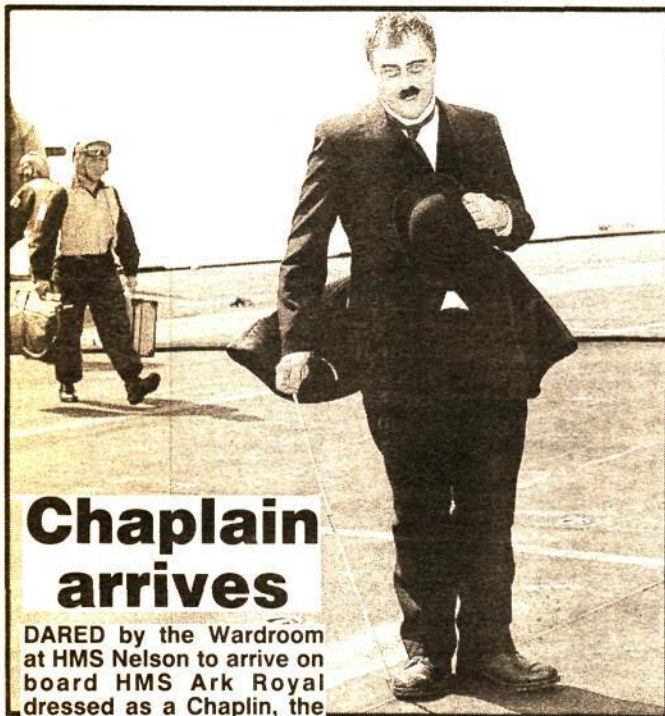


PRE-RESHUFFLE Employment Secretary Gillian Shephard has presented LWREN(ETS) Louise Moss with an Advanced Diploma in Business Administration NVQ Level 3.

Louise gained the qualification through a Royal Navy pilot scheme to introduce National Vocational Qualifications throughout the RN and RM.

She passed the whole thing by Accreditation of Prior Learning — assessment of her work experience during six-and-a-half years in the WRNS. Such accreditation allows personnel to turn their valuable Service experience into a nationally recognised civilian qualification.

Currently based at HQ Royal Marines, Portsmouth, Louise has had a variety of jobs within the WRNS. Her ETS branch experience has taken her through education and resettlement administration, the graphics department, lecture theatre assistant, office admin. and PA work.



Chaplain arrives

DARED by the Wardroom at HMS Nelson to arrive on board HMS Ark Royal dressed as a Chaplain, the Rev. Mike Brotherton duly obliged ... to his new shipmates' astonishment.

After three years at HMS Nelson, Mike has returned to sea in the Ark Royal. During his time at Nelson he ran the Blue Lamp Club, a successful "non-alcoholic" social club, and more recently set up a small screen cinema. The first film showed starred Charlie Chaplain ... er, Chaplin.

Picture: Andy Baverstock

ACHIEVER

CPO Richard Helmich of the United States Navy, who is currently on exchange to HMS Dryad, has been presented with the US Navy Achievement Medal by Capt. Peter Franklyn, Captain of Dryad. He was awarded the medal for his work for the USN in Washington, DC.



On course for celebration

THERE was double the cause to celebrate for Sub-Lieut. Claire Westwood, when she was awarded two trophies for her achievements on the Basic Observer Course at RN air station Culdrose.

Claire took the Armstrong Whitworth Trophy for highest air marks during the course and the prestigious Daedalus Trophy for the best student overall.

A graduate of Southampton University, Claire joined the Royal Navy in 1991. She was the first woman to pass the Basic Observer Course and has now moved on to advanced flying training in the Lynx helicopter at RNAS Portland.

She is pictured having received the Daedalus Trophy from Capt. Peter Fish, CO at Culdrose.

CAPS OFF TO THE REGIMENT

ACTS of heroism deserve to be remembered, as the sailors of HMS Sherwood and the soldiers of the 3rd Battalion the Worcestershire and Sherwood Foresters can testify.

3WFR still bears a naval crown in its Colours to signify the regiment's valour during the famous naval battle, the Glorious 1st of June, 1794.

The troopship HMS Brunswick tangled with the French Fleet off Brest and could have been lost had the embarked infantrymen not stepped up to the gunwhales to fight.

Many soldiers died during the two-hour engagement. Today, HMS Sherwood carries on the tradition of thanking 3WFR each year for their historic service to the Royal Navy.

Hats off to the Regiment! Pictured (l-r) are Wren Julia Mills, Cpl. Andy Stubley, LCpl. Marc Mills and Wren Clare Kelk.



Picture: Gareth Griffiths



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Write to SCEA, HQ DGAGC, Worthy Down, Winchester SO21 2RG, or telephone Winchester Military 2933 (0962 887933).

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Notice Board



Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at August 1, 1993.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during June.

CCMEAML — Int, (25.11.91), Nil;
CCMEAL — Int, Nil; **CCMEALSM** — Int, (1.4.93), Nil; **CCMEALSM** — Int, (4.6.92), 2;
CCWEAAD — Int, (28.7.92), Nil;
CCWEAAD — Int, (3.4.92), Nil;
CCWEAADCSM — Dry, Nil; **CCWEAADCSM** — Int, (13.11.92), Nil; **CCAEAM** — Int, (1.5.92), Nil; **CCAEAR** — Int, (1.9.92), 2; **CCAEAWL** — Int, (1.9.90), Nil.

PO(EW)(O)(RS)(W) — Int, (7.6.91), Nil;
LS(EW)(LRO)(W) — Int, (14.7.92), Nil; **PO(M)** — Int, (9.6.92), 2; **LS(M)** — Int, (6.12.91), Nil; **PO(R)** — 232, 2; **LS(R)** — Int, (12.5.92), Nil; **PO(S)** — Int, (13.10.92), Nil; **LS(S)** — Int, (15.3.91), Nil; **PO(D)** — 185, Nil; **LS(D)** — 384, Nil; **PO(MW)(O)** — Int, (14.7.92), Nil; **LS(MW)** — Int, (7.6.91), 1; **PO(SR)** — 326, Nil; **LS(SR)** — 194, Nil; **PO(SEA)** — 210, 3; **CY** — 278, Nil; **LRO(T)** — 220, Nil; **RS** — 229, Nil; **LRO(G)** — Int, (24.9.91), Nil; **POPT** — 277, Nil; **RPO** — 216, Nil.

POMEM(L)(GS) — Int, (25.4.92), 7; **LMEM(L)(GS)** — Int, (3.7.92), 11; **PO-MEM(M)(GS)** — 484, 4; **LMEM(M)(GS)** — 236, Nil; **POMEM(O)(GS)** — 137, Nil; **LMEM(O)(GS)** — Int, (19.6.91), Nil; **POMEM(R)(GS)** — Int, (5.5.92), 7; **LMEM(R)(GS)** — Int, (19.11.92), 11; **POCA** — 85, 1; **POCK(GS)** — 412, 3; **LCK(GS)** — Int, (16.2.91), 6; **POSTD(GS)** — 65, 4; **LSTD(GS)** — Int, (19.2.91), 4; **POA(GS)** — 525, Nil; **LSA(GS)** — Int, (21.2.91), Nil; **POWTR(GS)** — Int, (8.7.91), Nil; **LWTR(GS)** — Int, (18.6.92), Nil; **POMA** — Int, (12.3.91), 4; **LMA** — Dry, 3.

PO(S)(SM)(O) — Int, (19.8.91), Nil; **LS(S)(SM)** — 281, Nil; **PO(TS)(SM)** — Int, (27.2.92), Nil; **LS(TS)(SM)** — Int, (19.8.91), Nil; **RS(SM)** — 180, 2; **LROS(SM)** — Int, (12.3.91), Nil; **POMEM(L)(SM)** — 408, 1; **LMEM(L)(SM)** — Int, (27.3.91), 2; **PO-MEM(M)(SM)** — 747, 2; **LMEM(M)(SM)** —

748, Nil; **POWEM(O)(SM)** — 324, 1; **LWE-M(O)(SM)** — 136, Nil; **POWEM(R)(SM)** — Int, (3.11.92), Nil; **LWEM(R)(SM)** — 144, Nil; **PO(UW)(SM)** — Dry, Nil; **POSA(SM)** — 84, Nil; **LSA(SM)** — Int, (18.6.92), Nil; **POWTR(SM)** — Int, (8.4.91), Nil; **LWTR(SM)** — Int, (3.3.92), Nil; **POCK(SM)** — Int, 1; **LCK(SM)** — 743, 1; **POSTD(SM)** — 331, Nil; **LSTD(SM)** — 645, Nil.

POA(AH) — 767, Nil; **LA(AH)** — 669, Nil; **POA(METOC)** — Int, (12.3.93), 1; **LA(METOC)** — Int, Nil; **POA(PHOT)** — 233, Nil; **POA(SE)** — 355, Nil; **LA(SE)** — 191, Nil; **POACMN** — 400, 1; **POAEM(M)** — 277, Nil; **LAEM(M)** — 312, 4; **POAEM(R)** — Int, (7.3.91), Nil; **LAEM(R)** — 353, Nil; **POAEM(WL)** — 431, Nil; **LAEM(WL)** — 629, Nil; **POAC** — Dry, Nil.

POWREN(R) — 175, Nil; **LWREN(R)** — 77, Nil; **POWREN(RS)** — 232, Nil; **LWREN(RS)** — 172, Nil; **POWREN(PT)** — 189, Nil; **POWREN** — 79, Nil; **POWRENCK** — Int, (17.10.91), Nil; **LWRENCK** — Int, (18.2.93), Nil; **POWRENSTD** — 709, Nil; **LWRENSTD** — Int, (20.6.91), Nil; **POWRENSA** — 361, Nil; **LWRENSA** — Int, (21.2.91), Nil; **POWRENWTR** — 199, Nil; **LWRENWTR** — Int, (9.12.91), Nil; **POWRENWTR(G)** — 214, Nil; **LWRENWTR(G)** — Int, Nil; **POWRENMETOC** — Int, Nil; **LWRENMETOC** — Int, Nil; **POWRENPHOT** — 130, Nil.

POWRENAEM(M) — 287, Nil; **LWRENAEM(M)** — 194, Nil; **POWRENAEM(R)** — Int, (7.11.91), Nil; **LWRENAEM(R)** — 265, Nil; **POWRENAEM(WL)** — 340, Nil; **LWRENAEM(WL)** — 336, Nil; **POWRENETS** — 272, Nil; **LWRENETS** — 74, Nil; **LWRENETEL** — 441, Nil; **POWRENWA** — Int, (16.1.91), Nil; **LWRENWA** — 95, Nil; **POWRENDHYG** — 125, Nil; **POWRENDISA** — Int, (9.7.91), Nil; **LWRENDISA** — Int, (10.12.90), 1; **POEN(G)** — Int, (10.9.91), Nil; **LEN(G)** — Int, Nil; **PONN** — Int, (14.1.92), 4; **POMA(Q)** — Int, (12.3.91), Nil; **LMA(Q)** — Int, (10.9.91), 1.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWREN QA — Int, (3.12.92), Nil; **POWREN MT** — 341, Nil; **POWREN TEL** — 1180, Nil.

It should be noted that the number of B13s issued in the WRNS categories are inclusive of those advanced from both the WRNS Sea Roster and WRNS Shore Roster. The Basic Date shown is that taken from the WRNS Shore Roster.

D. Turner, WO(Phot), HMS Cochrane, July 3.
R. P. Turner, POAEM(M), RNAS Culdrose (771 Sqn), July 6.
M. A. Hunter, LMEM(M), HMS Broadword, July 8.
R. F. Ware, MEM(M), HMS Broadword, July 8.

F. Beckett, ex-CPO, founder member HMS Wulfohnd Association. Served 1924-47. Ships include HMS Ajax, Delhi, Vindictive, Resolution, Caledon and Royal Sovereign. Aged 84.

F. O'Brien, long-time Naafi canteen manager with 46 years' sea service. Joined 1939. Ships include HMS Hermes, Alacrity,

Loch Insh, Dalrymple, Hecla and Ambuscade, in which he served in uniform during the Falklands War at age 60. Retd. 1985.
A. H. Pratt, ex-CRS, member of RNCCA. L. Woodward, ex-Stoker, joined 1918. Ships include HMS Iron Duke, Dublin, Clonmel. Aged 95.

D. MacLaughlin ex-CPOA. Awarded the George Medal for gallantry in Northern Ireland while serving with the Royal Marines. Also served in Palestine, Borneo and Aden. Aged 60.

The deaths are reported of the following members of the **Algerines Association** — **G. O'Connor** (Welfare), **K. Pierce** (True Love), **D. J. Billinge** (Myrmidon), **G. Matthews**

Appointments

APPOINTMENTS recently announced include:
Lieut.-Cdr. R. N. Wain, 702 Sqn in command, Dec 17.

Lieut.-Cdr. M. E. Robinson, 801 Sqn in command, Jan 4, 1994.
Lieut.-Cdr. G. S. Appleyard, HMS Bristol (Nelson) in command, Sept 17.

Officer Promotions

PROVISIONAL half-yearly selections for promotion from December 31 1993 are as follows.

The early promotions to lieutenant-commander are effective on the dates shown:
SEAMAN: To captain — D. J. M. Mowlam, P. Jackson, J. L. Milnes, P. J. Walker, C. G. Massie-Taylor, I. R. Hewitt, H. A. H. G. Edleston, A. M. Willmetts, M. W. G. Kerr, D. J. Russell.

To commander — S. J. J. Hall, S. E. Turner, D. R. Goodwin, S. A. Thomas, N. J. Youseman, R. E. Potchecary, T. A. Curd, R. G. Bosshardt, T. C. Churchill, S. P. Cleary, J. A. Humphrys, J. N. Edgell, D. A. Humphrey, A. P. Pickering, M. J. Riley, A. D. Richards, R. R. Weberstadt, I. F. Corder, P. A. Jones.

To lieutenant-commander — promoted 12 months early: G. B. Sutton (effective 1.9.93); L. D. Smallman (1.12.93). Promoted six months early — N. J. Hare (1.1.94), P. M. Bennett (1.5.94).

ENGINEERING: To captain — P. M. Cheesman, R. C. Pelly, D. V. P. McClintock, P. J. Kidner, G. J. Wiltshire.

To commander — V. R. Gubbins, D. Coombes, D. J. Hogan, S. M. Jeffcoat, S. A. George, N. J. Stenhouse, C. J. Menlove-Platt, J. F. C. Lunn, J. K. Coulthard, I. R. Parker, W. P. Parry, R. C. Hore, A. Coverdale, G. T. Costello, S. R. Lister, W. J. Keegan.

To lieutenant-commander — promoted 12 months early: N. J. Whittaker (1.7.93), J. K. Lewis (1.11.93). Promoted six months early: M. P. Wareham (1.6.94).

TO SUPPLY AND SECRETARIAT: To captain — D. A. Wines.

To commander — D. E. Bulger, J. R. M. Harbour, D. J. Marsh, P. D. Crabtree.
To lieutenant-commander — promoted 12 months early: M. J. Atherton (20.8.93), G. R. Peel (1.11.93).

INSTRUCTOR: To captain — S. R. J. Goodall.

To commander — S. Bevan, C. Allwood, A. R. Trevithick, G. P. Woodworth.
To lieutenant-commander — promoted 6 months early: A. G. Stanley (17.3.94).

WOMEN'S ROYAL NAVAL SERVICE: To captain — C. M. Coates.

To commander — C. E. Manley.
MEDICAL: To surgeon captain — M. R. O'Connell.

To surgeon commander — A. V. Balmer, P. J. Benton, M. M. Scott, D. A. Hett.
ROYAL MARINES: To colonel — M. J. Meardon.

To lieutenant-colonel — J. G. M. Down-ton, R. P. Wilsey.

To major — G. A. Gelder, C. W. P. Hobson, P. J. Martin, S. S. Milne, J. M. F. Robbins, S. E. Shadbolt.

ROYAL MARINES — SPECIAL DUTIES AND SPECIAL DUTIES (BAND): To major SD(B) — R. A. Waterer (effective 29.7.94).
To captain SD(B) — J. R. Perkins (1.10.93).

ROYAL NAVAL RESERVE

The following provisional selections for promotion have been made to date September 30 1993:

To captain — G. N. Wood.
To commander — A. G. Sloan, G. D. Morley.

Merit Medals

MERITORIOUS Service Medal awards to RN and RM personnel for second half of 1993:

WOWEM D A. Bird, WO(OPS)(S) R. R. I. Blanche, WOMEA(ML) R. G. Caton, CPO(MW)(O) R. T. Clarke, WO(RS) G. B. Cudmore, CPO(A)(AH) P. A. Dobson, WO(OPS)(S)(SM) T. L. Eynon, WOEA D. J. Heritier, WO(SEA) R. F. Hopkins, WOMEA(P) B. R. J. Howard, WO(D) C. A. Kidman,

WOMEM(M) T. S. Jones, A/WOWEA S. Lawson, WO(RS)(W) R. E. Lee, CPO(SEA) D. W. Logan, CPO(SEA) M. M. J. Martin, WOSA R. Mason, LW/O2 P. R. Mawer, RM, WOMEN M. J. Meekins, WO(MW)(O) M. A. Moore, WO(CY) M. A. Richardson, WOSTD C. C. A. Siddall, WOMEA(P) D. M. Smith, WOMEM(L) R. E. Smith, WO(D) P. F. Still, WOMEM(M) M. D. Taylor, CPOAEM(R) M. E. Waller, WO1(RSM) J. D. Wassall, RM, WOSA J. A. Williams.

N. Mitchell, ex-CPO, Billington and Whalley. Served in the FAA 22 years. Ships include HMS Victorious. Member of HMS Victorious Association. Aged 72.

B. J. Ewing, Bromsgrove. Served in HMS Vanguard.

B. Young, Hazel Grove. Served in HM Ships Ocean, Eagle and Cumberland. Aged 61.

T. Knatt, Sidcup. Served in ex-US coast guard cutters.

A. Maddocks, Leyland.
W. D. Morpew, life member Leyland.

D. Yates, Leyland.
A. Scott, ex-CPO Coxswain, Scarborough. Served in RN 28 years. Aged 73.

A. Rowbotham, Scarborough. Served 22 years in Royal and Merchant Navies. Aged 77.

C. Coulton, Skipton. Aged 68.

K. Welsh Braunton. Aged 69.

F. Dellamore, Buth Wells. Served in HMS Penn during the Second World War. Resident of Crossfield House Country Home.

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Catherine (27), Kingskerswell, Devon.
Susan (32), Wakefield, Yorks. **Louise** (26), Devizes, Wilts. **Linda** (38), Stockport, Cheshire. **Veronica** (39), Truro, Cornwall.
Ann (29), Cleator Moor, Cumbria. **Sarah** (35), Plymouth. **Carole** (29), Swindon, Wilts. **Janice** (44), Yelverton, Devon. **Sara** (26), Darlington, C. Durham.

Lisa (22), Hitchin, Herts. **Maria** (21), Swindon, Wilts. **Jane** (18), Leeds, Yorks. **Katie** (19), Cheltenham, Glos. **Margery** (38), Barnsley, Yorks. **Julie** (29), Bow, London. **Cath** (26), Plymouth. **Susan** (37), Alfreton, Derby. **Reesa** (23), Bradford, Yorks. **Tina**

(24), Aylesbury, Bucks.

Elayne (32), Mansfield, Notts. **Angela** (24), Plymouth. **Tracey** (26), Aylesbury, Bucks. **Joanne** (22), Bristol. **Brenda** (36), Leigh-on-Sea, Essex. **Valerie** (46), Burnley, Lancs. **Michelle** (24), Birmingham. **Julia** (23), Aylesbury, Bucks. **Miss R.** (29), Southsea, Hants. **Yvonne** (25), Choleley, Lancs.

Janet (43), Huddersfield, Yorks. **Sharon** (20), Norwich, Norfolk. **Davina** (18), Penrith, Cumbria. **Julia** (30), Milton Heights, Oxfordshire. **Bernadette** (22), Plymouth. **Maria** (27), St. Austell, Cornwall. **Benita** (29), Portsmouth. **Amanda** (21), Llanhamlet, Swansea. **Susan** (28), Norwich, Norfolk.

Tracey (26), Gillingham, Kent.
Emma (17), Hull. **Georgina** (17), Bradford, Yorks. **Nicki** (23), Birkenhead, Wirral. **Jackie** (35), Newport, Isle of Wight. **Sarah** (16), Newton Abbot, Devon. **Louise** (26), Shipston-on-Stour, Warks. **Margaret** (45), Guildford, Surrey. **Cheryl** (24), Wallasey, Merseyside. **Angie** (21), Brighton, Sussex. **Maria**

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in July:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS)(R) — D. K. Rowles (Dryad), D. J. Whild (Dryad), M. A. Brock (Cardiff), M. Cunningham (Dryad).

SUPPLY AND SECRETARIAT

To CPOCK — J. F. McCurry (Scylla), R. P. Morris (Ark Royal).
To CPOST — W. H. Radford (Heron).

SUBMARINE SERVICE

To CMEM(M)(SM) — J. N. Hendrie (Superb).

FLEET AIR ARM

To CPOACMN — P. D. Pickering (826 Sqn. Seahawk).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in July for the following ratings to be advanced to acting charge chief artificer:

To ACCAEA — G. Ross (FOST), J. M. Samuel (Seahawk).
To ACCMEA — D. A. Warner (Neptune), A. J. Cooper (Tireless).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer in June:

Swop Drafts

AB(M) Amor, HMS Intrepid. Will swop for any Plymouth shore base.

WWTR Mosley, Culdrose UPO ext 2139. Will swop for any Plymouth or Portsmouth draft.

WWTR Weir, CINCPACVHOM HQ ext 825587, drafted FOSF. Will swop for any Scottish, Portland or Portsmouth draft.

SA Evans, HMS Beagle. Will swop for any ship in refit or not deploying.

LSA Carter, HMS Chatham. Will swop for any Devonport ship not deploying or BOST/COST.

LCK Neary, HMS Beagle (Plymouth NB ext 52710). Will swop for any ship deploying. Will also consider Rosyth-based minehunters.

LMA Chapman, HMS Roebuck. Will swop for any Plymouth shore base or ship not deploying.

LS(R) Martin, HMS Coventry, deploys Jan. Will swop for any shore establishment or ship refitting.

LAEM(L) Ashford, 810 Sqn. RN air station Culdrose ext 2196, drafted Yeovilton workshops in Sept. Will swop for any Culdrose draft.

AB(M) Humphrey, HMS Leeds Castle. Will swop for any Devonport-based Type 22 or Portsmouth-based Type 42, deploying or not.

AB(EW) Shaw, HMS Leeds Castle. Will swop for any Type 42, preferably deploying.

AB(M) Marsden, HMS Nelson, Kettle Block ext 24125. Will swop for any Plymouth shore base.

WEM(R)2 Burnett, HMS Broadword, drafted HMS Cardiff in Oct. Will swop for any Devonport-based ship.

RO1(G) Rogers, HMS Nottingham, drafted Pitreavie in Oct. Will consider any southern area draft.

STD Smith, HMS Ark Royal, drafted HMS Heron in Oct. Will swop for any Portsmouth area shore base or ship not deploying.

LSTD Collin, HMS Ark Royal. Will swop for any Plymouth-based ship or staff job in Devonport area.

POWREN(RS)U Harrop, CINCFLEET ext 5641/5640, drafted RN air station Osprey in March. Will consider any London or Portsmouth draft.

To ACPOCT(A) — A. Lanigan (London).
To CPOCT(L) — A. B. Crocker (MOD CNO SCU).

To CPOMEA — S. D. Archer (Sultan), G. R. Beels (Defiance), N. B. Butt (Amazon), G. J. Cooke (Sultan), S. B. East (Sultan), B. Edwards (Neptune), D. P. Hoyland (Iron Duke), G. Kelly (Sultan), D. W. Kerley (Sultan), K. M. Peters (Cornwall), R. A. Porteous (Sultan), R. J. Prideaux (Triumph), D. G. Shepherd (Victorious (S)), J. Thomson (Superb).

To ACPOMEA — A. Bailey (Sultan), S. J. Bird (Revenge (P)), E. D. K. Davis (Triumph), M. J. Gordon (Iron Duke), J. W. Haynes (Invincible), K. Holditch (Repulse (P)), G. M. Ranaldi (Sovereign), R. K. D. Swift (Repulse (S)), T. M. Ward (Monmouth).

To CPOAEA(WL) — J. W. King (RFANSU).

To CPOAEA(M) — C. S. Campbell (RNAS Culdrose), M. S. Davis (RNAS Portland), P. Edwards (Seahawk), S. Williams (RNAS Culdrose).

To CPOWEA — J. Austin (Repulse (P)), C. T. H. Caesar (Liverpool), K. Dalgarino (Repulse (P)), K. D. Denton (Defiance FMB), D. Grubb (Repulse (P)), P. M. Kaufman (Triumph), R. M. Palmer (Torbay), A. R. W. Parker (Manchester), R. T. G. Potter (Avenger), C. J. Scarlett (Neptune NT), R. N. Williams (Victorious (P)).

To ACPOWEA — M. R. Cummins (Edinburgh), K. J. Harding (Torbay), K. McDonald (RNR Forth).

AB(R) Horrigan, 849 HQ Ops. Rm., RN air station Culdrose ext 7236, drafted HMS Dumbarton Castle in Jan. Will swop for any shore base.

LRO(G) Wicks, COMMEN Northwood, drafted HMS Illustrious in Jan. Will swop for any Plymouth-based ship (anything considered).

CWEM(R) Bruin, HMS Inskip. Will consider any Devonport draft.

LMEM(M) Oakley, 3N Mess HMS Southampton, drafted HMS Sultan in Sept. Will swop for any FMRO or Portsmouth draft.

WAB(RP) Whittaker, HMS Fearless, drafted HMS Brilliant in Sept. Will swop for any Portsmouth-based ship.

LMEM Conyard, 3P Mess, HMS Chatham, drafted RN air station Portland in Sept. Will swop for any Plymouth shore base (preferably Defiance or Raleigh).

AB(R) Bancroft, 3P Mess, HMS Southampton, drafted HMS Gloucester in Nov. Will swop for any Portsmouth-based Type 42 not deploying or any Portsmouth shore base.

LS(M) Waller, HMS Drake Main Gate ext 65220/65229, drafted HMS Illustrious in Jan. Will swop for any Plymouth-based ship, preferably Type 22.

LAEM(M) Whitehurst, 819 Sqn ext 301. Will swop for any Culdrose-based frontline squadron.

RO1(T) Brown, HMS Gloucester (HMS Cochrane ext 62883). Will swop for any sea-going ship.

LMEM(M) Watson, HMS Montrose. Will swop for any Type 23 or diesel ship.

POMEA(ML) Lamborne, HMS Ark Royal, drafted FOST FMG HMS Osprey in CPO's billet in Oct. Will swop for any Portsmouth shore draft.

AEM(R) Brown, RN air station Portland ext 2299. Will swop for any Yeovilton draft.

A cautionary tale to tell

IN certain circumstances and when an offender admits the offence, the civil police in England, Wales and Northern Ireland may award a Formal Police Caution (FPC) rather than opt for prosecution action.

Increasingly, FPCs are being used in cases which the Armed Forces would regard as having a serious effect on Naval discipline — for example, gross indecency, theft and unlawful possession of drugs.

Naval personnel awarded a Formal Police Caution are to report to their Commanding Officer in the same way as they would report an arrest, but, as the FPC is regarded as having disposed of the disciplinary aspects of the offence, no Service prosecution under the Naval Discipline Act will be brought.

However, Naval Penalty action will be considered in the same way as for a civil

court conviction; pay and time may also be forfeited.

Administrative action will be taken against officers awarded FPCs in the same way as if they had been convicted in court. Normally this would be an administration censure, but discharge from the Service may result if the nature of the offence demonstrates that an officer is unfit to hold a commission.

DCI RN 112/93

Get Wise on DCIs

Medals for Cambodia

ARTIFICIAL SKI SLOPE CHAMPIONSHIPS
ONE DAY SKI COURSE FOR NOVICES



"Sorry about the mix-up — I thought you were a competitor skylarking!"

September skiing

THE RN Artificial Ski Slope Championships are to be held at Plymouth on 22 Sept.

On the same day a course of tuition in skiing for novices will be held.

Entry forms from Lieut.-Cdr. Franks, HMS Illustrious.

DCI RN Announcement 4 Jun 93

Salvage money

DISTRIBUTION of award for salvage are now ready and will be paid through individual's pay accounts by HMS Centurion.

Share value of £1.89 goes to HMS Kedleston for services to FV Arran Lass (18 Sep 91) and £16.23 to HMS Soberton for services to MT Fairplay XIV (27/28 Oct 89).

DCI RN Announcement 4 Jun 93

Articles wanted

THE Editor of Review of Naval Engineering, is seeking contributions for the Spring '94 edition.

Suitable articles, drawings, photos etc should be forwarded to him at HMS Collingwood.

DCI Announcement 4 Jun 93

APPROVAL has been given for the unrestricted acceptance and wearing of the United Nations Medals for service in Cambodia with the UN Mission (UNAMIC) and the UN Transitional Authority (UNTAC).

AIM of this regular feature is to give a general impression of new Defence Council Instructions, some of which will affect conditions of service. In the event of action being taken the full original text should be studied.

Mailing List

AN indicator list of all BFPO numbers for mailing, including all HM Ships and Submarines, RFAs, RMAF vessels, Naval Parties and overseas naval bases, is published.

DCI GEN 177/93

Six of the best

SIX officers have been awarded prizes for 1992 X Courses (formerly OOW Courses). Lieut. A. Baker (HMS Cottessmore) won the Beaufort Wharton Testimonial for highest navigation marks, and the Carl Zeiss binoculars for best overall results. Sub-Lieut. S. Waterfield (HMS Repulse), won Ronald Megaw Memorial Prize for highest marks in BRNC, Fleet Board and SMOPS exams. Lieut. A. Hammond (HMS Newcastle), the Goodenough Prize for best marks in the Warfare exam, and Sub-Lieut. J. Gold (HMS Cottessmore) the Admiral Sir Richard Clayton Memorial Sword for best SD Officers' result.

DCI RN 111/93

All of one company

PROPOSALS have been made for the amalgamation of the RN and RM Officers' Dependents' Fund and the RN and RM Dependents' Fund into one common fund. Both funds pay the same grant, which was increased from £3,250 to £4,000 in April.

DCI RN 110/93

Each medal is awarded on completion of 90 days' qualifying service.

The UNAMIC Medal has a white central stripe, flanked by dark blue, gold and red stripes representing the Cambodian flags, with a band of UN blue on either side.

The UNTAC Medal has a green background, representing the country's paddy fields, a central stripe of UN white, flanked by red stripes representing all the factions' flags, followed on either side by a band of UN blue and SNC blue.

DCI GEN 157/93

... and for Kuwait

TWO medals for personnel, who served in the Gulf War have been approved to be accepted as a keepsake, but not to be worn. Both medals will be issued, without claims, to all those who qualified for the Gulf medal 1990-91 with clasp 16 Jan-28 Feb 91.

The Kuwaiti Liberation Medal comes in five grades — Excellent, for "very senior officers", First grade for Commodores, Second grade for Lieut.-Cdr to Captains, Third Grade for Midshipmen to Lieuts. and Fourth Grade for WOs and all ratings.

No such distinctions apply to the Saudi "Liberation of Kuwait" Medal, which is common to all eligible ranks and ratings.

DCIs RN 116/93 and 119/93

KUWAITI LIBERATION MEDAL
FIVE GRADES
ACCORDING TO
RANK/RATE



"I don't remember the Iraqi bullets being graded, do you?"

NAVY LEAVERS DO WELL AT JOB-FINDING

STATISTICS coming out of the HMS Nelson Resettlement Centre show that 78 per cent of Navy leavers going through its facility are in employment within three months of going outside. Furthermore, 56 per cent have a job on the day they leave the service.

According to a spokesman from the Tri-Service Resettlement Organisation (TSRO) these figures compare favourably against tri-service statistics for all leavers. They show that at the three-month point around 68 per cent of service leavers are in employment, five per cent are on full-time education or training courses, some have retired, and around 25 per cent are still searching for jobs.

Explaining the apparent high success rate of Navy leavers, Commander Clive Lewis (Rtd), the Naval Resettlement and Information Officer at HMS Nelson, said one of the main contributing factors had been the establishment of a Job Search Centre there by Hampshire Employment Service.

Aftercare

Opened 12 months ago it is available to all ranks of all three services for up to three months before leaving, and then provides an ongoing after-care service for ex-service personnel. One of its benefits is its "job club" facility where registrants get free use of fax and photocopier for job applications. So far over 5,500 service leavers have been through its books, 85 per cent of these from the Navy.

As a result of this test case, both Plymouth and Rosyth are now in liaison with their local

government employment services, and the Plymouth job centre has set-up a separate department within its existing building exclusively to help service leavers.

The TSRO has also introduced a revitalised and improved tri-service job-matching facility — along with two other initiatives.

Network

The first is a corporate marketing campaign in which the TSRO is working with an external consultancy to raise employer awareness of the qualities, skills and experience possessed by servicemen and women and their transferability into second careers. Secondly, the TSRO has looked at the preparation of people for resettlement and made a number of changes to the system. Capacity has been boosted to cater for redundees with their shortened time frame. In addition, all leavers now have the opportunity to attend resettlement briefings given by professional civilian consultants on aspects of second careers ranging from the preparation of CVs to the way to research potential employers.

Finally, the TSRO has introduced a new job matching service — the Services Employment Network — which is free to employers. This provides a

point of contact for all potential employer enquiries and acts as a central control and focus for other tri-service job-matching organisations such as the Officers Association and the Regular Forces Employment Association.

Further information is available from your NRIO or contact the Services Employment Network on 071-632 3613/5806.

Anchored together

Three old anchors were presented to the Royal Burgh of Culross by the Naval Rosyth Naval Base Commander Capt. Chris York, marking the 400th anniversary of its Charter and 75 years of close ties with the naval base.

Now it's 'Spud McKinley'

After coming up with over 100 ways of serving up spuds in HMS London, POCK George McKinley has been awarded the Potato Marketing Board's New Potato Honour at a ceremony in London.

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Cruising in a compact package can be enjoyed in the 5-door 323 Fastback with its unique wedge profile and pop up headlamps. There's an impressive choice of body shape and engine size in the 10-strong range - all high on technology and specification.

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NEWSVIEW

No business without show business

AS the Royal Navy bore the brunt of the latest defence cuts, the RN-led biggest-ever Royal Tournament last month might have seemed like an act of defiance.

The show was dominated by a huge backcloth depicting a ship of the line in the mid-Atlantic centre of a world map, draped by swags of the Union flag and the White Ensign, symbolising the part the Senior Service played in colouring much of it red in the days when this denoted the spread of the British Empire rather than the encroachments of Communism — now likewise, in turn, much reduced.

Much has been made of the projected loss of the four Upholder Class conventional submarines — and rather less of the operational capabilities of the 12 nuclear Fleet submarines that remain and the of the improved Trafalgar boats to come.

Today the acquisition of submarines, both nuclear and conventional, by emergent nations with expansionist ambitions is seen to be a prime destabilising force even where motivated by purely local disputes and the RN nuclear flotilla may be poised to build on its potential — hitherto hardly realised thanks to the narrow preoccupations of the Cold War — as a long-range arm of British policy world-wide.

To this end, HMS Triumph's current seven-month deployment is designed to show her ability to conduct extended operations independent of support.

Excitement

A Royal Tournament spokeswoman noted that the average age of the RN personnel taking part was 22: "... their excitement is as obvious as their discipline and training."

That excitement could be bred of the optimism of youth — but it can still be seen to have a secure foundation.

Fifteen years ago Admiral Fieldhouse, then Flag Officer Submarines, was overheard asking a junior officer to bring up the problem of "stretch" — sorely appreciated even then — at a forthcoming staff meeting.

When the time came, he hardly got a sentence out before the Admiral banded his fist on the table: "I won't have this kind of talk — it's time we stopped complaining and made the best of what we have," etc.

Afterwards Fieldhouse approached the still quivering young man and laid a reassuring hand on his shoulder: "Sorry about that, old boy — I just wanted to make a point."

It had been a good piece of theatre — and it had the desired effect.

Putting on a good show has always been one of the Navy's strengths and in the field of diplomacy a talent for highly professional amateur theatricals has often produced healthy dividends for a very small outlay.

Fund pulls out stops for organ musak

VENUE for the Sailors' Fund Grants Committee's summer meeting was RNAS Yeovilton — where the WOs' and CPOs' Mess benefited from its biggest single cash hand-out, totalling £41,000.

Money for new furniture and fittings for the Mess Function Room and foyer went a long way to help make up for the establishment's failed bid — for automatic clay traps for HMS Heron Sporting Gun club.

Lottery

In all, just over a £¼m was allocated to 26 successful applicants, including contributions later ratified by the Fleet Amenities and Fleet Recreation Funds and those volunteered by the Sports Control Board Lottery.

There was £64,000 of income left to be added to the pot next time — and Committee Chairman Capt. Andrew Ritchie was anxious it should not be "saved for a rainy day".

Much of this surplus might not

have been retained if applicants had taken more care — despite guidance notes, bids were still not being properly submitted, he said.

Expeds supported included RN air station Cudrose's "very demanding" venture in Kenya last month, where the Wildlife Service was helped with a number of building projects that included the replacement of an old bridge for Kenya National Parks. This had already been backed to the tune of £5,000 by the Sports Lottery.

Generous

Equally gruelling was the task set FSOF's party in Ecuador this month — an attempt on the 19,348 peak of Mount Cotopaxi. This received £4,000.

There was generous support for two bids from C-in-C Fleet's headquarters at Northwood,

where HMS Warrior's, 2,470 personnel were said to be "woefully short" of sporting and recreational facilities — but a bid to refurbish accommodation at the Submarine Refit Complex and North Lock at Devonport was turned down, the committee feeling strongly that this should be publicly funded.

Among the more unusual requests that won the members'

approval was RNEC Manadon's £6,020 towards the cost of producing 50 "Midi accompanists" — a device developed by a student at the college that allows the electronic organ supplied to HM ships to automatically play up to 100 hymns through pre-recorded cartridges.

This was deemed a boon to all who had suffered at the hands of a "Portable Organ Small" ...

AREN'T YOU THE LUCKY ONES?

GRANTS approved by the Sailors, Fleet Amenities and Fleet Recreation Funds:

HMS Heron — £41,000 (grants of £24,000 from Sailors' Fund and £16,400 from FAF) for refurbishment of WO and CPOs Mess.

HMS Drake — £35,000 (£21,000 from Sailors' Fund and £14,000 from FAF) towards refurbishment of Crownhill Community Centre.

FO Portsmouth — £25,239 (£13,600 from Sailors' Fund, £9,139 from FAF and £2,500 contributed by Sports Lottery) for Phase 2 refurbishment of United Services Rugby Club.

Southwick Park Recreation Centre — £22,000 (£12,600 from Sailors' Fund, £8,400 from FAF and £1,000 contributed by Sports Lottery) for re-construction of golf greens.

HMS Warrior — £17,772 (£7,200 from Sailors' Fund), £4,772 from FAF and £5,800 contributed by Sports Lottery) for equipment for SASH facility.

HMS Warrior — £16,500 (£9,900 from Sailors' Fund and £6,600 from FAF) for a motor caravan.

RNAS Portland — £15,364 (£9,200 from Sailors' Fund and £6,164 from FAF) for a motor caravan.

CTCRM — £12,500 from FAF for improvements and enclosure of the Officers' Mess rear patio.

HMS Neptune — £11,995 (£4,800 from Sailors' Fund, £3,195 from FAF, £2,000 from AT vote and £2,000 from Sports Lottery) towards a diving boat for Sub Aqua Club.

40 Cdo RM — £7,600 (£4,560 from Sailors' Fund and

£3,040 from FAF) towards refurbishment of Sergeants Mess TV/lounge area.

Portsmouth Naval Gliding Club — £7,725 (£3,400 from Sailors' Fund, £2,325 from FAF and £2,000 contributed by Sports Lottery) for extra cost of single seat glider.

RN Kayak Association — £7,000 (£4,200 from Sailors' Fund and £2,800 from FAF) for new canoes.

RN Motorcycle Association — £6,800 (£4,080 from Sailors' Fund and £2,720 from FAF) for two bikes plus protective clothing.

RNAS Yeovilton — £6,500 (£3,900 from Sailors' Fund and £2,600 from FAF) for improvements to patio of Junior Ratings Social Club.

CTCRM — £6,500 (£2,100 from Sailors' Fund, £1,400 from FRF, £2,000 from AT vote and £1,000 from Sports Lottery) for diving equipment for Sub Aqua Club.

RN Cricket Club — £6,500 (£3,000 from Sailors' Fund, £2,000 from FAF and £1,500 from Sports Lottery) towards tour of Barbados.

RNEC Manadon — £6,020 (£3,600 from Sailors' Fund and £1,600 from FAF) towards producing 50 Midi accompanists.

HMS Inyeville — £4,804 (£2,090 from Sailors' Fund and £1,904 from FAF) for fitness equipment.

FOSF — £4,000 (£2,400 from Sailors' Fund and £1,600 from FRF) towards expedition to Mount Cotopaxi, Ecuador.

HMS Cochrane — £4,075 (£2,445 from Sailors' Fund and £1,630 from FAF) towards WISE running costs.

RNAS Cudrose — £3,000 (£1,800 from Sailors' Fund and £1,200 from FRF) for TUSK 93.

RN Youth Football Association — £2,000 (£1,200 from

Sailors' Fund and £800 from FRF) for Dallas Tour 1993.

Naval Gun Club — £1,326 (£790 from Sailors' Fund and £536 from FRF) towards all-terrain vehicle.

Naval Wives magazine — £500 from FAF to MOD DNSC for editorial expenses.

RM Condor — up to £1,000 (£600 from Sailors' Fund and £400 from FRF) for computer for Condor Hive.

Tri-Service Discount Brochure Lunch — £400 (£240 from Sailors' Fund and £160 from FAF) as RN contribution.

Grants which in aggregate total more than £20,000 for any one project are subject to the approval of the Trustees of the Funds.

Annual and Half-Yearly Grants:

Half-yearly grant to HM Ships — £61,675 from Sailors' Fund.

Half-yearly grant to RM Commando units — £6,736 from Sailors' Fund.

Half-yearly grant to Regular Forces Employment Association — £11,532 (£5,620 from Sailors' Fund and £5,912 from FAF).

Annual Grant to Union Jack Club — £11,590 (£10,703 from Sailors' Fund and £887 from FAF).

Second Sea Lord's Fund Top-up Grant — £1,000 from FAF.

Film Subsidy for SOUTHLANT, Gulf and Adriatic ships (25 per cent) — £10,000 (£6,000 from Sailors' Fund and £4,000 from FAF).



Big gun line-up

HMS Collingwood was once again the venue for the popular Brickwoods Field Gun Competition — a local taster for the perennial star attraction at the Royal Tournament.

This year Culdrose's HMS Seahawk 'A' team thrilled 3,000 spectators with their winning 1 min 21.33 sec best average time, while HMS Heron actually had the fastest run of the day, at 1 min 20.60 secs.

Other results were: Brickwoods Runners Up — HMS Dolphin (1 min 23.30); Brickwoods 3rd — HMS Sultan 'A' (1 min 24.27); Easams Plate



for best aggregate time — HMS Heron (6 min 50.45); Roaring Meg Trophy — HMS Collingwood 'A' (1 min 22.08); Lloyds Bank West Country Trophy — HMS Seahawk 'A' (1 min 21.33); City of Portsmouth Silver Jubilee Cup — HMS Dryad (1 min 22.94); and Merit Cup — HMS Collingwood 'B'.

● Inset — On board the Type 22 frigate HMS London outgoing Miss Globe and Laurel Michelle Egginton, the Royal Marines official pin-up girl for 1992-93, hands First Sea Lord Admiral Sir Benjamin Bathurst his tickets for this year's Navy-led Royal Tournament at Earls Court.

Eddie's order of the bath

ELECTION week in Cambodia — which saw a remarkably high turn-out of nearly 90 per cent and led to a coalition government under Prince Sihanouk and hopes that a new national army can bring peace to the country — was still marked by reports of harassment towards UN personnel, due to pull out next month.

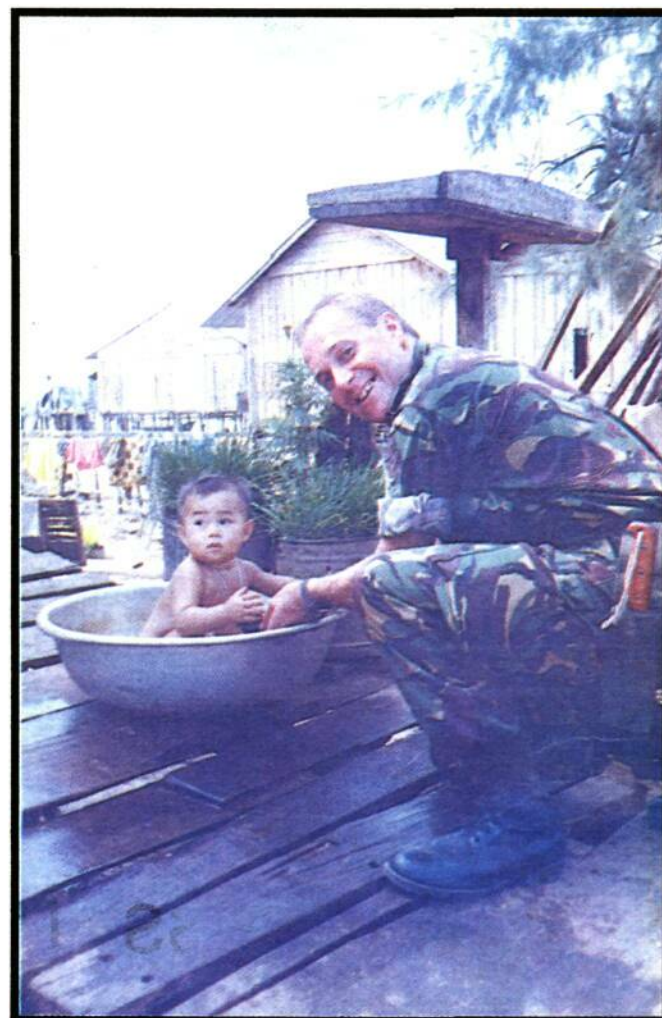
Banbatt Camp at Chikreng came under artillery fire and some shells came as close as 100m from UN personnel. Twenty more fell close to another camp at Ph Sotnicom and the troops spent the night in bunkers. No casualties were reported.

Education

In the coastal town of Sihanoukville the members of Naval Party 1042 have been conducting foot patrols among the Vietnamese in the main fishing village, building up a warm relationship with the locals — and their UN counterparts from Russia, the Philippines, Chile, Uruguay and New Zealand.

Now the elections are past, their role in community liaison — which includes education in hygiene and First Aid — has come to the fore.

● CPO Ops(M) Eddie Seaborne orders bath time in Sihanoukville.



SEE THE WORLD DIFFERENTLY

This year's calendar once again features a fine selection of photographs of a wide range of current Royal Navy ships.

Taking up the theme of "See the world, differently", accompanying these pictures are views of the ports, scattered world-wide, which the ships have visited in the course of their operational duties.

This colourful calendar, printed on fine-grade paper, wire bound at head, with high quality varnished cover and informative text is available from

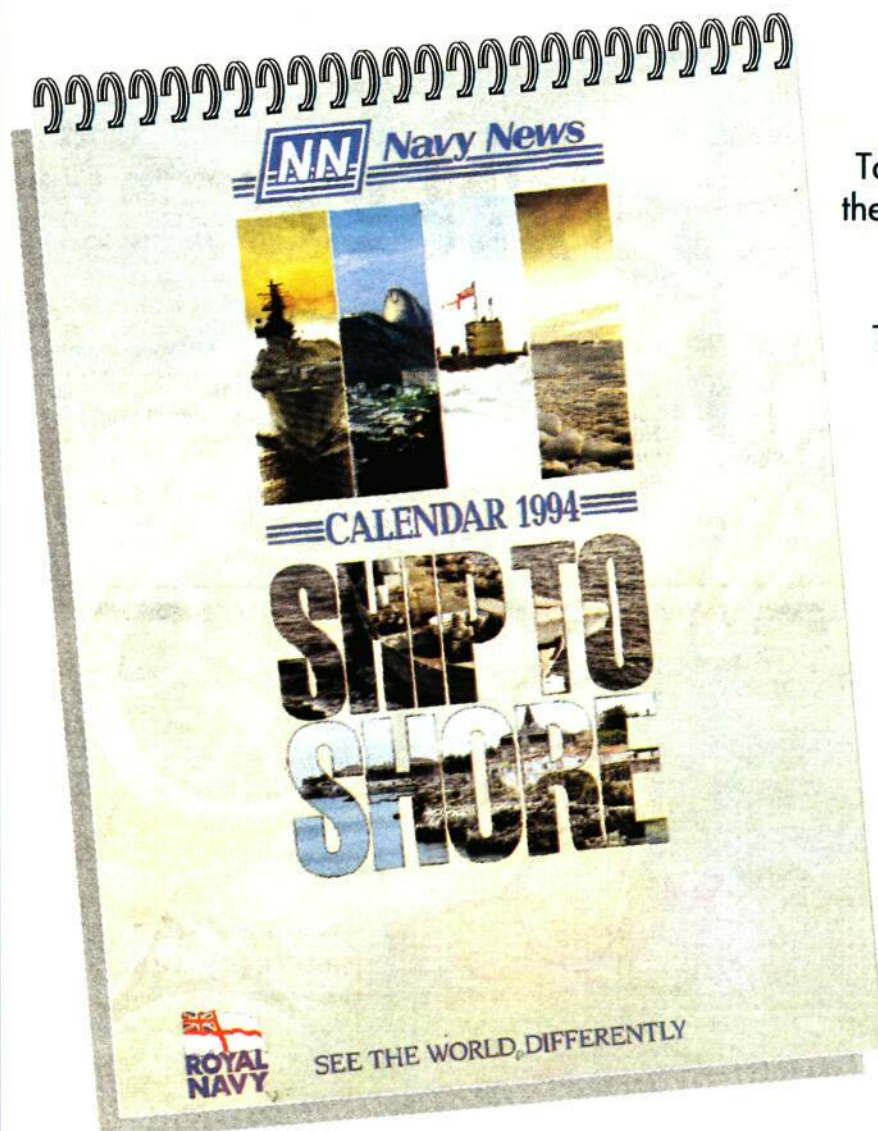
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Supplies anticipated mid-September.

Navy News
CALENDAR 1994





Typifying the international aspect of maritime operations in the Adriatic, HMS Ark Royal sails in company with the Italian carrier ITS Giuseppe Garibaldi and HNLMS De Ruyter, the Dutch frigate serving with the Royal Navy Task Group.



LAST LAP FOR ARK

After seven months' deployment in the Adriatic area HMS Ark Royal is on her way home, her sister-ship HMS Invincible taking over to lead the Royal Navy's Task Group, ready to give support to United Nations' forces ashore in the former Yugoslavia.



On watch in Ark Royal's ops room, WREN(R) Michelle Webster, PO(R) Tug Wilson and, background, S(R) Mac MacFarlane.

ALTHOUGH coming towards the end of her long period of duty, there has definitely been no let-up in activity, no sense of RDP, aboard Ark Royal, with departments continuing their now familiar defence watch systems to maintain a high state of readiness in what continues to be an unpredictable situation.

As the NATO Operation "Disciplined Guard" commenced in mid-July, involving air cover for all UN Forces in Bosnia and for troops allocated to Muslim "safe areas", Ark's role was emphasised by Armed Forces Minister Jeremy Hanley pointing out that the Royal Navy Sea Harriers were on hand, available to participate in this task.

Testing the ship's company's readiness, the Fleet NBCD Team paid a visit, conducting a full-scale exercise involving everyone aboard, with all aspects of damage control and firefighting scrutinised.

When Ark met up with the Italian Navy Carrier Giuseppe Garibaldi a cross-decking exercise was carried out with Ark's 801 Sqn Sea Harriers operating from the Italian deck while she took on two Italian AV-8Bs — U.S.-built derivatives of the British Harrier aircraft.

While Ark has kept watching and waiting her aircraft have been achieving extremely high flying hours, both on training exercises and in surveillance duties assisting the standing Naval Force (Mediterranean) in enforcing the UN embargo; so far considerably more flying has taken place than in the whole of last year.

As Ark Royal prepared to hand on her task to Invincible her Commanding Officer, Capt. Terry Loughran reviewed the past seven months.

"Poise" he stated, "Is about living at sea, striking the balance between keeping your military skills at high level so that you can respond should you have to, and yet not staying at such a high level that you become stale. We had to strike a balance between work and play and it is perhaps worth remembering that the work has consisted of 80 per cent of our time at sea and only 20 per cent of our time in harbour."

He also took the opportunity to praise his ship's company — "Over 1,000 men and women who sailed at very short notice in January with great uncertainty as to how long they would be away and what they

would be doing. As the months have gone by and the task has become more clear I can only admire the motivation of those on board and the fortitude of the families at home who have lent their unstinting support."

From the many statistics produced covering the deployment, two, perhaps, stand out. From the Comms Department, well over half-a-million sheets of photocopying paper used, making the point that the operation's not finished until the paperwork's complete and, from the Cooks and Caterers, about 7,000 lbs of pasta

served, evidence in their eating habits.

Between the two, it has been taken to a new level, adopted charity flight-deck "village" 1x100-mile relay departmental 'fests'.

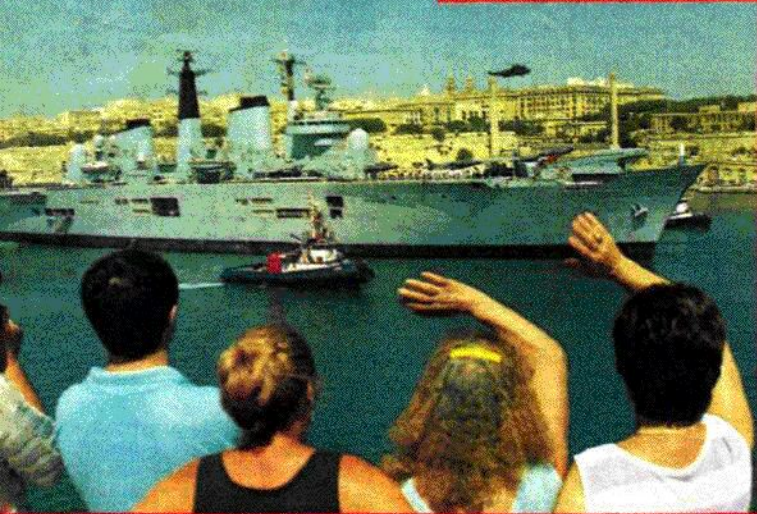
Now Ark Royal is done, and HMS Invincible's good work.



Ark Royal takes bombs from the Fort Grange.



Photo: Frank Attard



... of the ship's company going native
... periods of hard work time has still
... raise almost £5,000 for Ark's various
... es. Fund-raising events included a
... age fete", which netted over £1,000, a
... y — another £1,000 — and a series of
... un-runs'.
... al is homeward bound — her job well
... invincible stands ready to keep up the



... es on a further load of 1000lb
... the fleet replenishment ship RFA



Runs ashore

Remaining on constant standby for action in the Adriatic at 48 hours notice has meant that shore-time for Ark Royal's men and women has been limited to ports within the general area.

Nevertheless, Trieste and Palermo in Italy and Athens and the Greek Islands of Crete and Corfu have all featured on the itinerary of visits, with longer self-maintenance periods in Naples and in Malta.

While at Naples 80 of the ship's company travelled to Rome for a General Audience with Pope Paul II, who afterwards greeted the group personally and posed with them for photographs.

At Malta, Ark was greeted with intense enthusiasm, and when the ship was open to visitors over 30,000 came aboard, a figure representing about 10% of the islands' population. Such was the hospitality received that Ark Royal took the unusual step of taking out a full-page advert in the Times of Malta, thanking the people of the islands for their "overwhelming interest, warmth and affection."

Photos: Top — Getting to grips with Crete are, left to right: WWEMs Wendy St Lawrence and Michelle Vickers with LMEM Swish Kirton.

Above — Maltese people waving farewell to Ark as she leaves Grand Harbour.

Broadsword's sad homecoming

AFTER her three-and-a-half months service with the Royal Navy's Adriatic Task Group, Broadsword returned to her base at Devonport, what would have been a cheerful homecoming for the ship's company was saddened by the loss of three of their shipmates during the deployment.

Barely three hours after handing over to sister ship HMS Boxer, on passage back to UK a fire engulfed the after auxiliary machinery room. The ship's company acted promptly with professionalism and courage, containing and extinguishing the fire, but tragically, two ratings, LMEM Mark Hunter and MEM Roy Ware perished during this incident.

Earlier, in May, POAEM Ian Wheeler was killed in a boating accident in Italy.

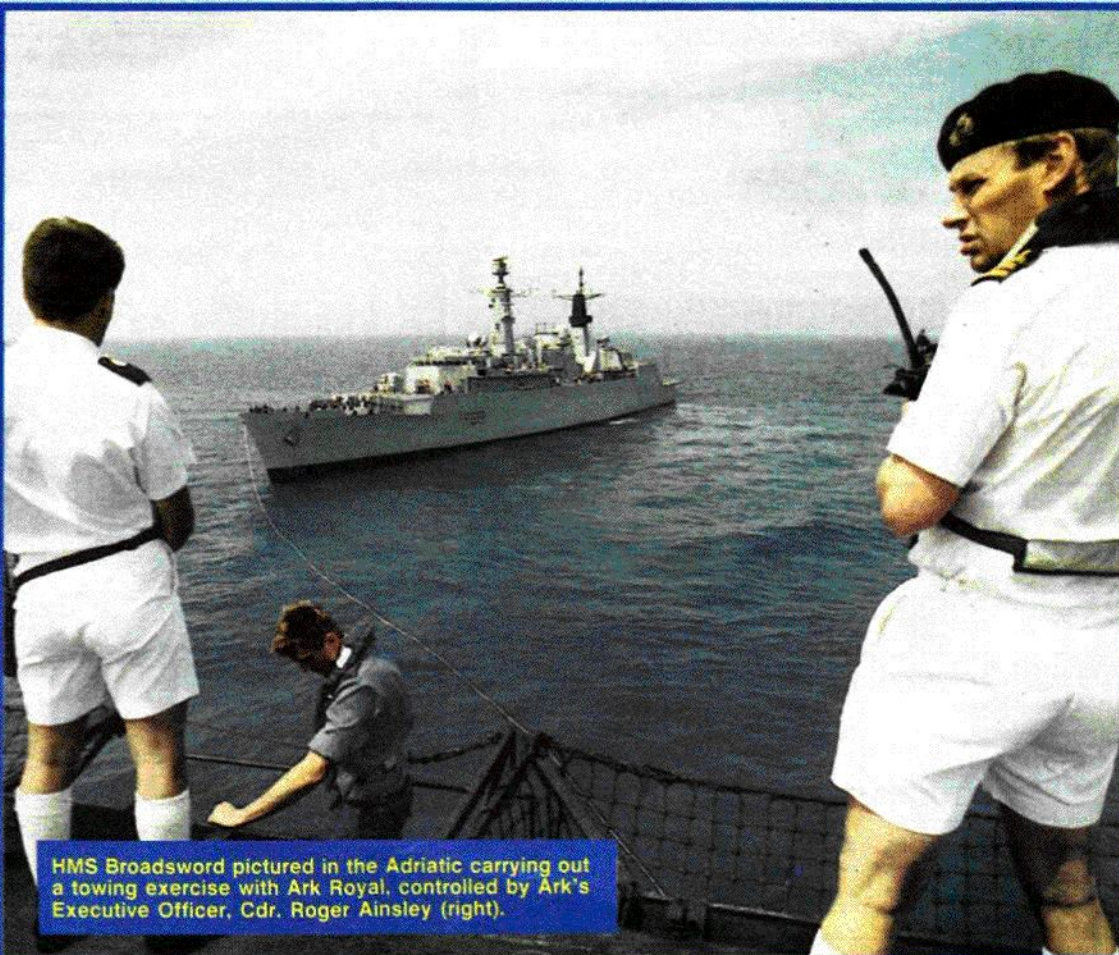
Speaking on arrival at Devonport, Commander Officer Cdr Nicholas Hudson stated — "We are proud of what Broadsword has achieved, but greatly saddened by the loss of these three members of the ship's company... May I take this opportunity on behalf of the ship's company to convey to their families our deepest sympathy and condolences for their tragic loss."

Changeover

IT has been a time of change for the Task Group, with HMS Invincible now taking the lead with newcomer HMS Boxer, and the Dutch frigate HMNLS Jan Van Brakel relieving her sister-ship De Ruyter.

Still remaining, though, the ever-faithful RFAs Fort Grange and Olwen stay on station in the Adriatic, having arrived at the beginning of the year when the Task Group first formed.

Two other RFA's, the fleet replenishment ship Resource and the landing ship Sir Percivale, remain alongside at the Croatian port of Split.



HMS Broadsword pictured in the Adriatic carrying out a towing exercise with Ark Royal, controlled by Ark's Executive Officer, Cdr. Roger Ainsley (right).

TWINS' TURRET

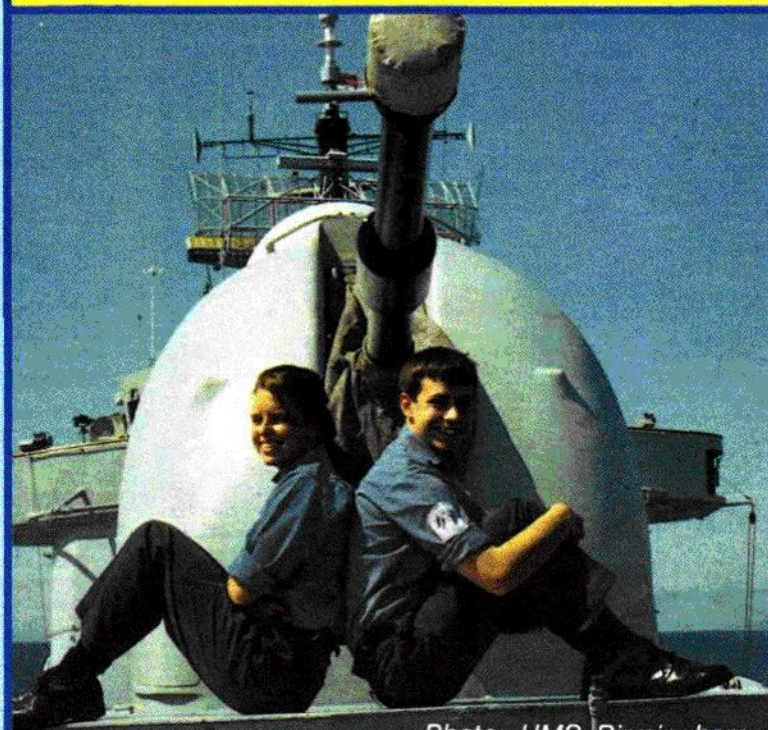


Photo: HMS Birmingham

WHEN the Type 42 destroyer HMS Birmingham sailed into the Adriatic the result was a reunion for twins, Elizabeth and Robert Roulston.

Elizabeth is serving in Ark Royal as an Aircraft Electrician, working on the Sea King helicopters, while her older brother (he was born 27 minutes earlier!) is a Radio Operator (Tactical) in HMS Birmingham, so she paid a flying visit to check him out.

(Photo, above, the twins together beneath Birmingham's 4.5 gun turret).

HMS Birmingham is the Royal Navy member of NATO's eight-ship Standing Force Atlantic, which has recently moved out of area to help enforce the UN embargo, working alongside the ships of the Standing Naval Force Mediterranean.

The British ship in this latter Force has been the Type 42 destroyer HMS Cardiff, but she has recently been relieved by sister-ship HMS Edinburgh.

Pictures by LA(Phot) Steve Saywell (HMS Ark Royal) and POA(Phot) Dizzy Da Silva (DPR(N))

Unsettling spell for a TV weatherman

IT'S SAID that there are two ways of handling life: you can try to make each day as different as possible or, according to temperament, as identical as possible. This philosophy assumes massively ironic proportions for poor old Bill Murray in *Groundhog Day*.

He plays a disgruntled TV weather forecaster whose grundle is further depleted when he's sent one cold February day to the small

Murray's slide from bewilderment to terror to fascination to indifference and to final blessed release.

It's one of the most off-



Screen Scene

town of Punxsutawney to report on a quaint local ceremony.

The job done and the town snowed in, he returns to his boarding house for an extra night of Punxsutawney hospitality — and 20 minutes into the movie the audience is wondering where the story can be going.

The answer comes in the following scene, when Murray wakes up to the same Sonny and Cher song on the radio, meets the same lodger with the same greeting on the same landing: he's trapped in time, condemned to keep reliving February 2 over and over again.

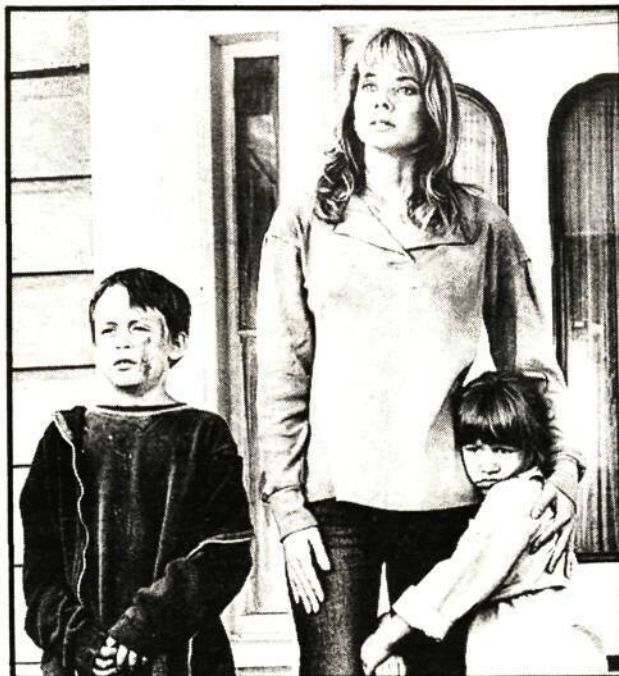
Whether robbing banks, devising elaborate seductions or even driving his car off the cliff, the consequence is the same — the next day is always 2/2 again, with Sonny & Cher on the radio. Wisely, the film doesn't try to explain the situation, but simply extracts maximum amusement out of

beat, quietly gratifying comedies Hollywood has produced in recent years.

Nowhere to Run is another helping of rough stuff from musclemen Jean-Claude Van Damme. Like upcoming offerings from A. Schwarzenegger and C. Norris, the film reflects the popularity of Macaulay Culkin and the *Home Alone* syndrome, and feels obliged to find room for a couple of cute kids.

It's to be hoped that this distressing development is just a phase the movies are going through, but in the meantime, Ma and Pa Culkin seem to have ensured an inexhaustible supply of little Culkins, here presenting us with Kieran of that ilk. Go play in the traffic, Kieran.

If one can rise above all this kid-olatory, we are left with a quite well made thriller: good-guy convict on the run, lonely farmer's widow in need of protection from slimy villains — anyone who's seen more than about



Rosanna Arquette stars with Kieran Culkin (left) and Tiffany Taubman (right) in *Nowhere to Run*, a Columbia Pictures Release.

20 movies can easily join up the dots, but it's an entertaining concoction all the same.

Rosanna Arquette as the widder woman looks suitably harassed and is obliged to flash the bod from time to time, though less frequently than her co-star — who, now that he's Hollywood-based, must have his scriptwriters groaning under the strain of concocting new ways to explain his Allo-Allo accent.

And speaking of matters Gallic, recent additions to the RNFC video documentary library include *War Diary 1914-1918*, produced for French television and released here with a dubbed English soundtrack. Needless to say, events are given a peculiarly French slant

(don't expect to hear much about the British contribution) but at least we get to see a lot of unfamiliar news-reel footage.

One terrifying sequence shows a battleship (infuriatingly, it's not identified) which has evidently been torpedoed — at least the superstructure looks undamaged. The camera is on board another vessel steaming past a couple of hundred yards away — no zoom lens in those days.

The stricken ship is listing heavily, sailors scurry to and fro; then slowly, agonisingly, inexorably, she begins to turn turtle — The horror of it still echoes down the decades.

— Bob Baker

A COMMANDO'S VIEW OF THE FALKLANDS CONFLICT

"DAMASCUS had not seemed a sheath for my sword, when I landed in Arabia," T. E. Lawrence wrote at the end of *Seven Pillars of Wisdom*. Ewen Southby-Tailyour obviously felt the same about Port Stanley — and whether or not, as he states in his own envoi, "a sword still hangs over the Falklands, and next time the thread will be cut by politicians and diplomats, not the military", the last word on the events of 1982 is not likely to be his.

Seven Pillars casts not a few shadows over *Reasons in Writing* (Leo Cooper £16.95). It is well written — though not as ornately literary, thank goodness — and begins with a description of the islands and their people, finding even some of the most unsavoury characters appealing. And the author seems to have perfect recall of events now 15 years past, from when he was first sent to command the Royal Marines detachment there.

He is a romantic soul, too. After the surrender he revisits the bombed-out wreck of Moody Brook camp, the Marines' headquarters. This could hardly compare with any of T.E.'s Crusader Castles — it had been condemned as unfit for human habitation in 1918 and again in 1945 and he himself had fought hard to have the place pulled down. But now he feels strongly protective.

Any unworthy suspicion that Southby-Tailyour might have made up some of this often sorry tale in a cloud of wistful reminiscence for what he might have seen as a lost cause — as Lawrence did with his own account of a maverick given a job of soldiering in distant lands — is dispelled by the frequent referrals to his diaries and letters, in which he details his often forthright views of the conduct of the campaign and its commanders.

Again like Lawrence, he had visited the scene of coming conflict before, gathering useful intelligence. During his first spell in the Falklands he had made a detailed survey of the coastline — "my 1934 vintage camera and watercolours were working overtime" — always giving the impression to curious settlement managers that it was all for his own pleasure and interest as a yachtsman.

"The country and people are fabulous — well worth fighting for," he wrote home to the Fleet Royal Marines Officer. Four years later he was — when the Argentinians invaded, his

experience and knowledge of the terrain were of obvious value and he offered them up with the proviso that he should be allowed to accompany the Task Force heading south.

Hereafter, he draws more and more heavily on his log — and has no hesitation in holding up opinions of the moment that time has not tempered.

Perhaps the most controversial are those he holds of the Task Force Commander. While he supports the view — shared by the Press — of Woodward as a "dynamic and brilliant staff officer — his safeguarding of our meagre air assets, the decision to sink the Belgrano and his control of the vital naval gunfire support were all war winners", he says he "did not, very sadly, gain the confidence of his amphibious subordinates."

Southby-Tailyour charges Woodward with having had little understanding of their affairs and no apparent willingness to learn.

He regrets his failure to stand up to Woodward and "put across the authentic voice of the Falklands" and says his conscience did not allow him to review Woodward's own book for the *Western Morning News* (for whom he is the naval book reviewer) — but to have said that it would have been more fairly assessed "by someone who had either not been there or who had a background in military psychiatry" seems mean-spirited.

He is right, though, that the part played by Cdre. Michael Clapp and his "amphibious" ships from the initial assault on San Carlos to the final surrender was never properly acknowledged.

The end result, he says, has been to create one of the largest tri-service bases in the southern hemisphere, which he believes could one day become an American base in the mould of Diego Garcia — "for despite glasnost I cannot accept that the United States will ever allow a vacuum in the area."

— JFA



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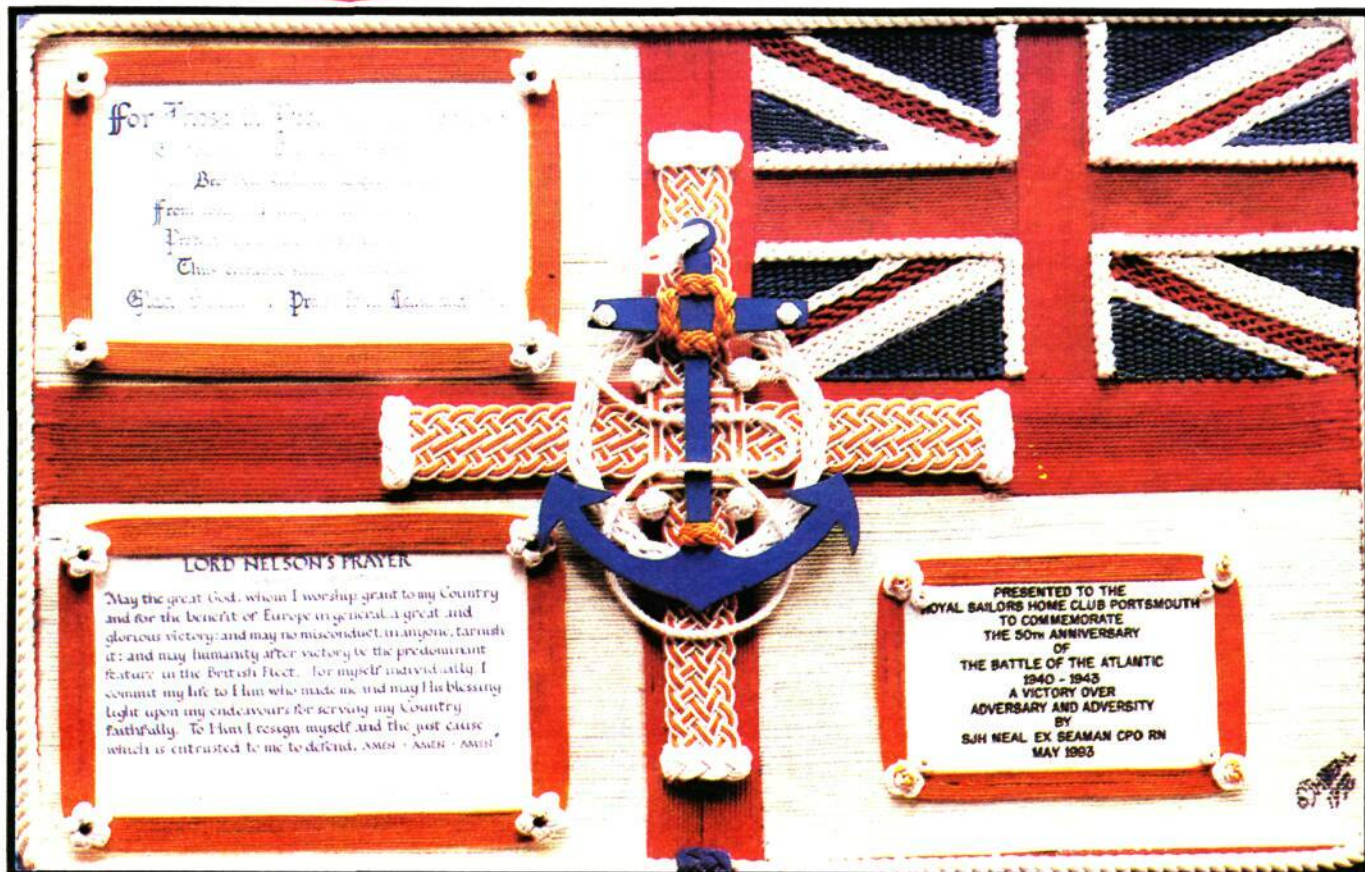
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Ties with the past

THIS superb example of the traditional sailors' craft of knotwork was made by ex-CPO Stanley Neal, a veteran of the Battle of the Atlantic.

Mr. Neal, who is now 80 and lives in Portsmouth, made the knot display board to commemorate the 50th anniversary of the Battle of the Atlantic, during which he served in the cruiser HMS Enterprise. He presented the board to the Royal Sailors Home Club Portsmouth.





LEARNING TO LOVE THE BARRACUDA

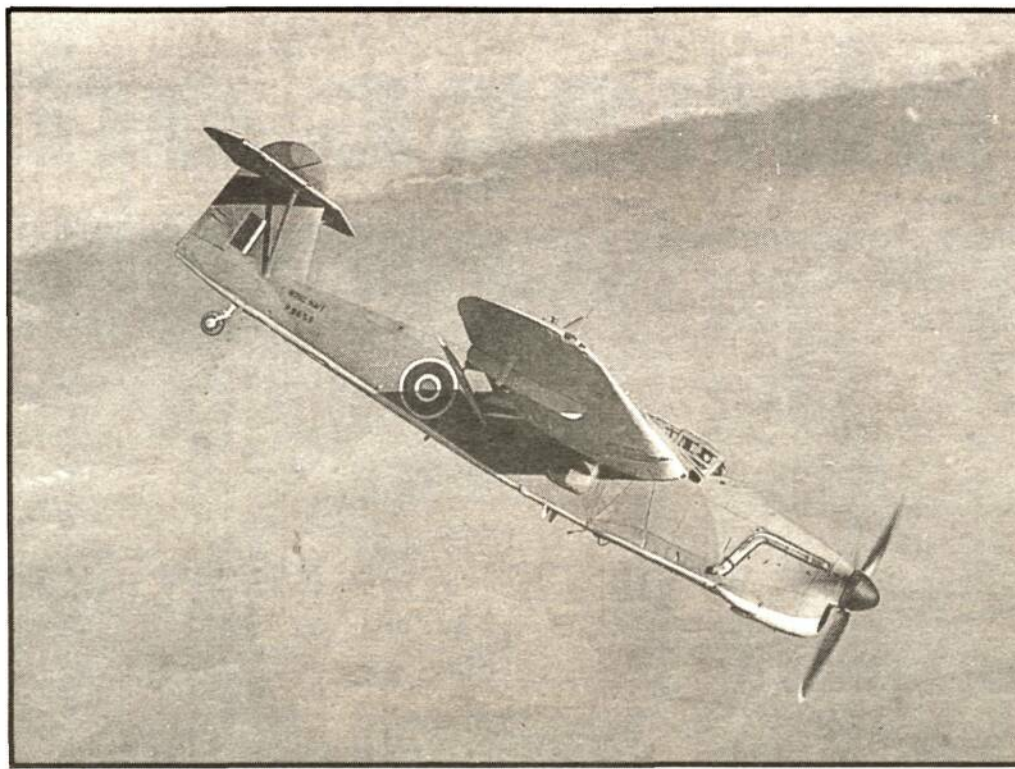
THREE new titles from Airlife provide a handsome extension to the library of carrier-borne aviation of World War II for a total outlay of £50.

Dunstan Hadley gives a lighthearted account of his days as a **Barracuda Pilot**. He formed a strong attachment for the Fairey torpedo bomber — considered dangerous by some, but as with so many aircraft with an evil reputation, only if incorrectly handled, he argues.

Of course he found out the hard way, as every pilot must — and his description of his first deck landing, 40 years to the day after the Wright brothers got off the ground, is as hair-raising as his later account of action against the Japanese in Sumatra: "Six tons and it lands like a suet pudding being dropped," was his initial verdict.

Ruptured

For all its idiosyncracies — it had a hydraulic system which worked at enormous pressure and periodically ruptured, either half-asphyxiating the pilot or removing most of the paint from the fuselage — the



The Barracuda II with Youngman flaps in the dive brake position. A special valve in her carburettor meant the Barra could be simply "pushed over" into a dive without the motor cutting out. From *Barracuda Pilot*.

Barracuda could come down vertically "like a guided stone" from any height without exceeding a safe speed, drop its

fish and be away.

The Grumman Avenger could not dive like this and it could not carry a British tor-

pedo — and American torpedoes were prone to destruction before they ever reached an enemy.

Even as a dive bomber, the Barracuda was superior to the admittedly easier-to-fly Avenger, though it lacked its range.

Gordon Wallace died shortly before publication of his memoir **Carrier Observer**. He saw action in Ceylon and Malta — and Tunisia, being one of the few survivors of the daylight raid on an Axis airfield there for which Wing Commander Malcolm was awarded a posthumous VC after his nine aircraft took on 60 Germans — and provides a vivid postscript to the Barracuda story with one flier's decidedly risky recipe for lightening the burden of pulling her out of a steep dive: "None of that pulling back on the control column — just wind back on the tailplane trim and out she would come on her own."

Overstressed

Apart from the obvious dangers of re-trimming at high speed and low level, this procedure seriously overstressed the wings... "as the months sped by the effects became increasingly apparent with gaps opening up in the top skin of the wings and various cracks appearing."

The "slow but deadly" Douglas Dauntless is another rugged dependable overdue for critical reappraisal.

In **The Dauntless Dive Bomber of World War II** Barrett Tillman relates how an aircraft considered obsolete at the time of Pearl Harbour — when it was headed for replacement by the bigger, faster Curtiss Helldiver that in the event fell far behind its development schedule — made its name and its mark on history over the broad blue curve of the Pacific right up to VJ day, when it was the only US carrier aircraft still in service which had been operational on the "day of infamy."

Dauntlesses saw their most important combat from May-November 1942, during which period carrier-based SBDs fought the Japanese Navy to a standstill at the Battle of the Coral Sea and won a dramatic victory at Midway.

They flew in all five naval engagements fought exclusively by aircraft carriers, the only US Navy aircraft to do so, and sank more enemy carriers than any other aircraft.

SBDs were credited with the first sinking of a Japanese Fleet submarine and dropping the first bombs on Japanese-occupied soil in the Pacific War. They not only flew thousands of tedious "milk runs" against bypassed enemy strongholds, but were active in the Atlantic as well, sinking Vichy French shipping at Casablanca and German vessels in Scandinavian waters.

— JFA

And have you heard the one . . .



PARAMOUNT Pictures spent two days filming at the Royal Naval College Greenwich for a movie entitled "Four Weddings and a Funeral". It will star among others Andi McDowell, Rowan Atkinson, Jeremy Kemp and Simon Callow.

During filming Cdr. Ed Searle, the Commander of the College, took the opportunity to ask Mr Atkinson for his views on the latest mess dinner joke. Judging by his expression, Rowan found it a little too near the knuckle.

If the Commander is looking particularly well, it may be thanks to the attentions of Paramount's make-up department. A visit there was insisted on by the Studio's stills photographer.

Picture: George Wicks

CLASSIC GUIDE

THE 4th edition of the **Collins Encyclopedia of Military History** (Harper-Collins £40) is a revised version of a classic reference guide by Col Trevor Dupuy, brought up to date to cover recent conflicts including the Gulf War and the troubles that have followed the collapse of the Eastern Bloc.

With new discoveries about the use of weapons in ancient China and a continent-by-continent assessment of wars and battles, this 1,690-page tome offers a succinct summary of the highlights of each period of conflict, chronologically arranged and placing each major operation in its political and social perspective.

— JFA

HEROIC WORK OFTEN TAKEN FOR GRANTED

THERE are more minesweepers and mine countermeasures vessels in the Royal Navy than any other type, reflecting the continuing threat posed by what was once derided as the "weapon of the weaker power".

M.P. Cocker's guide to **Mine Warfare Vessels** (Airlife £22.95) begins in 1908 and brings the story right up to date. Mines are recorded as early as 1585, when they were used by the Dutch against the Spaniards at Antwerp — but they do not appear again until the American War of Independence.

By the Crimean War, when the Russians defended most of their ports with mines, they were causing significant damage and by the Russo-Japanese War of 1904-5 modern steel and iron-built ships were sinking with great rapidity from the effects of mining.

This conflict prompted the first plan for an RN mine-sweeping force and in 1908 the Admiralty bought a number of trawlers and drifters for conversion as sweepers — but it was not until November 1914 that the first mines were laid to begin the Channel Barrage.

The world wars saw a motley force of vessels commandeered for these tasks, including those specifically designed for the job, and mines laid in these years are still causing problems today. The clean-up operations that followed the close of hostilities has often meant more arduous, more uncomfortable — and often more dangerous — work than these little ships' big sisters had to face in action.

Many of them fell victim to the weapons they were designed to counter. The heavy toll of their losses is here catalogued in full, while their actual achievements are rather taken for granted. It was ever so.

— JFA

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Reunions

HMS Tanatside: The seventh annual reunion will be held in Portsmouth on Sept. 24-27. New members will be welcomed. Details from Bill Tuck on 0323 845156 or Jim Woolley on 0565 651058.

RN VADs will hold a coffee "stand easy" at Hayling Island on Sept. 21. All VADs in Hampshire are also invited to a reunion at BRD HQ, Winchester on Dec. 4. Details from Eileen Carter on 0705 465404.

Old Norfolk's Assn. (1939-45): The 47th annual reunion will take place in Plymouth on Oct. 23. Members on the mailing list will receive details in due course but for further information contact E. W. Jewell on 0752 341614.

HMS Dainty Families Assn. will hold a garden party with buffet and barbecue at the Sussex Brewery, Emsworth on Aug. 22. For details and membership enquiries contact Peter Hillman, 21 Lincoln Ave., Rose Green, Bognor Regis, West Sussex PO21 3EJ (tel. 0243 265901).

HMS Ocean Assn. will hold their annual reunion at the Royal Sailors' Home Club, Portsmouth on Oct. 23. Tickets, £18, are available from W. T. Brown, 108 Oaklands Rd., Bexleyheath, Kent DA6 7AL — please enclose an s.a.e.

HMS Cotton (K510) will hold their next reunion at Southport on Sept. 3-4 (other ships of the 18th and 19th group also welcome). Details from Len Haydock, Yew Tree Cottage, 94 Grimshaw Lane, Ormskirk, Lancs. L39 1PE (tel. 0695 577944).

HMS Tenby (1968-73): A successful reunion was held at the Nautical Club, Birmingham in June. Next year's reunion may be held in Tenby. Details from Jeff Mays on 0344 59368.

HMS Southdown: Five former shipmates enjoyed a successful reunion at Woking RNA. Anyone who served in her and who wishes to attend another reunion should contact G. Appleby, 4 Flint Close, Great Bookham KT23 4SE (tel. 0372 458508).

Buccaneer aircraft will finally retire on April 1, 1994 after more than 30 years service. To commemorate this event a reunion of ex-Buccaneer personnel, both aircrew and groundcrew, will be held at RAF Lossiemouth on March 26-27. To register send an s.a.e. to Sqn. Ldr. John Fraser, 208 Squadron, RAF Lossiemouth, Morayshire IV31 6SD.

HMS Blankney L30 (1941-46): The sixth annual reunion and dinner will be held at The Cedars Hotel, Nantwich, Cheshire on Sept. 11. Details from D J Curtis, 105a Main Rd., Shavington, Crewe CW2 5DU (tel. 0270 696991) or Albert Bennett, 54 Catherine St., Crewe (tel. 0270 213486).

HMS Indomitable: Anyone wishing to form an association and who would like details of a reunion telephone 061 962 1214 (days) or 061 962 8560 (eves).

TS Excalibur: The reunion dinner arranged for Trafalgar Day in Sandbach has had to be cancelled due to the illness of the President, Mr Leonard Chetham. John McCormick, 10 Booth St., Congleton, Cheshire CW12 4DG (tel. 0260 279232) will be answering outstanding correspondence.

TS Hermes, Tiverton SCC: A reunion of ex-cadets to celebrate the 50th anniversary of the formation of the unit will be held at Tiverton Rugby Club on Oct. 15. Details from F. R. Willis, Romanda, Broad Lane, Tiverton, Devon (tel. 0884 253549).

HMS Foley: A reunion will be held in Blackpool on Oct. 15-17. Details from Frank Bee on 0253 873800.

HMS Hermes Assn. will hold their 1994 reunion in Plymouth from April 13. Details from Peter Baptie, 16 Virginia Close, New Malden, Surrey KT3 3RB (tel. 081 949 5648 eves.).

HMS Eskimo (Tribal) Assn.: Former shipmates, 1939-45 commissions, are invited to attend the fifth reunion at Gorleston-on-Sea, Great Yarmouth, on Oct. 1-4. Details from Joe Ayton, Hollow Dene, Hooley Dr., Rayleigh, Essex SS6 9RA (tel. 0268 785436).

HMS Zulu: There will be no 1993 reunion but former shipmates will meet up again in 1994. Details from F. J. Akehurst, Broom Bank, Sandy Cross Lane, Heathfield, East Sussex.

HMS Porlock Bay: The second reunion will be held at the Ship Inn, Porlock Weir, Somerset on Oct. 2. Details from Roger Smith, Melrose, 110 Escote Rd., Warwick CV34 5QJ (tel. 0926 490386).

Fast Minelayers Assn. (South East Branch) will meet at the British Legion Club, Braganza Rd., Kennington, London on Aug. 31. Details from Ray Moore, 89 Watling Rd., Norwich, Norfolk NR7 9TG (tel. 0603 37652).

North Russia Club: The ninth annual reunion will be held at the Swallow Hotel, Eagle Dr., Northampton on Oct. 23. Details from Les Jones, 35 Neargates, Charnock Richard, Chorley, Lancs. PR7 5EY (tel. 0257 16362).

Majestic Caledonia 1937 Boys' 1939 Assn. will hold their annual dinner in the Function Suite, Seaburn Centre, Sunderland on Sept. 18. Tickets, £9.50, from Jim Darby, 11 Lindsay Rd., Hartlepool, Cleveland TS25 3RR (closing date Aug. 27).

George Cross Island Assn. will be holding a reunion at Portland on Oct. 9-10. Details from Roy Maber, Hurst Bow House, Martock, Somerset TA12 6JP (tel. 0935 822321).

HMS Fisgard, 1964, S52 entry: Anyone wishing to celebrate the 30th anniversary in 1994 contact M. Bell, 68 Blenheim Cres., Ruislip, Middx. HA4 7HB enclosing s.a.e.

Over to You

Gifts for Cancer Research: Malcolm Yeatman, 60 Lumley Cres., Skegness PE24 2TL (tel. 0754 763418) would like to hear from anyone who can donate the following items to help Cancer Research — used stamps, stamped/unstamped picture postcards, tea/cigarette cards, petrol coupons, jewellery, watches, chains, badges, medals, coins, powder compacts, tie pins, studs, cuff links, fountain pens, pen knives, HM Forces items, pre-1950 photos, unfinished needlework/knitting, wool, silks, cottons, lace, thimbles, buttons etc.

1st Class Divers Assn.: S W Johnson, 37 Hansard Dr., Giberdyke, N. Brough, S. Humberside HU15 2TT is a former mine and bomb disposal diver and because he is now disabled he is unable to attend association meetings. He would therefore like to hear from members so he can keep up-to-date with the association.

Edith Annie Kershaw: Trisha Kershaw-Jacobsen, 8 Logan Court, Clear Mountain, Queensland 4500 Australia would like to hear from anyone who knew Edith Annie Kershaw, a former Wren who served at Greenock and Garlock (possibly in the catering service) and who was last known living at 31 Park Ave., Chadderton, Oldham.

Nautical Club: Shipmates planning a reunion are invited to hold it at the Nautical Club, Bishopsgate St., Birmingham B15 1ET. Contact the Secretary at the above address or tel. 021 643 7786.

HMS Ocean (1945-62) and FAA detachment, 21 Platoon: R E Thompson, 1 Highbury Ave., Cantley, Doncaster DN4 6AW (tel. 0302 530166) is researching the history of HMS Ocean and would like to hear from shipmates with memories of events such as the last Stringbag take-off, first jet flight, the Palestine patrol, Corfu incident etc. He would also like to hear from those who took part in the FAA detachment, 21 platoon or

others who lined the route in Northumberland Ave., London during the Queen's coronation.

HMS Speedy (1942-43): Thomas Hardy, 75 Lexden Rd., West Bergholt, Colchester CO6 3BW would like information regarding the ship's attachment to St. Angelo, Malta and her return to the UK (based under Wildfire in 1943).

HM ships Orion, Excellent, Comet and Cavalier: Bill Risby, 17 Halton Court, Westgate, Morecambe, Lancs. LA4 4XD would like cap tallies for the above-mentioned ships.

HM ships Havock, Lively and Kundahar: C W Haskins, 22 Thoresby Ave., Edwinstowe, Mansfield, Notts. would like to hear from anyone who served in the above-mentioned ships when HMS Neptune was sunk off Tripoli on Dec. 19 1941.

HMS Shropshire and P514: Mrs Muriel Arthur, 80 Seaford Rd., New Southgate, London N11 1AS (tel. 081 361 2983) would like to hear from anyone who served with PO Telegraphist Richard H Carter.

Coronation Fleet Review, 1953: J L Mulligan, 1 Lethian Ave., Fleetwood, Lancs. FY7 8BY would like to hear from anyone who has a video of the review. He served in HMS Surprise and a programme of the event was broadcast on June 14 1993 (A Week to Remember).

HMS Warspite, Battle of Crete, 1941: Marjorie Nunn, 23 A St James Rd., Sutton, Surrey SN1 2BB would like to hear from anyone who knows the whereabouts of Sydney Waterfall and family.

Cochin, India, July 6 1945: William Capseed, 17 Birtwistle Ave., Colne, Lancs. BB8 9RS has a photograph of 17 sailors taken in Cochin in 1945 — their names are A Stringfellow, W Burroughs, J Flowers, R Gordon, J Steel, R Dix, B Carthy, J Milligan, J Shepherd, J Hodgson, M Creedy, L Eckford, J

Exeter Cathedral 1993 Trafalgar Day Service will be held on Oct. 17. All are welcome to attend (the collection will be divided between Cathedral General Funds and the KGFS). Details from Michael Fawcett, Comfort House, Bradninch, Exeter EX5 4NN (tel. 0392 881351).

HMS Peacock (1944-57): A reunion will be held at the Angel Hotel, Leamington Spa on May 7-8. Details from Ted Collier, 8 Aston Lane, Remenham Hill, Henley-on-Thames RG9 3EL (tel. 081 574241).

V and W Assn. was formed at a meeting in London in June. Details from John Lawton, 3 Bridgeway East, Pentre Maelor, Wrexham, Clwyd LL13 9RB (tel. 0978 661422).

HMS Nelson held a successful reunion attended by 240 shipmates and guests, among them the great-great-granddaughter of Admiral Lord Nelson, Mrs Anna Horatia Tribe.

Royal Hospital School Assn., Chatham Branch will hold their annual dinner-dance at the Gascoigne Rooms, Union Jack Club, on Sept. 18. Details from Sandy Parkinson, 5 Alexander Rd., Bexleyheath, Kent DA7 4TU (tel. 081 304 3635).

HMS Sussex: Former permanent staff are invited to a reunion at HMS Sussex on Sept. 11, the last reunion prior to closure. Details from Bob Bodde, 4 Benson Court, Portland Rd., Hove BN3 5LY (tel. 0273 422514).

QARNNS (Ratings) Assn. is holding its AGM and reunion dinner at the Union Jack Club, London on Sept. 25. Details from Mrs S K Pyke on 0705 583054.

Sri Lanka (Ceylon): The fourth reunion will take place on Feb. 10-March 1 (20 days/17 nights) at a cost of £1,095. Details from R. G. Harrison, 36 Hartley Down, Purley, Surrey CR8 4EA (tel. 081 660 6459).

HMS Trafalgar (1959-61): The former ship's company of the above commission are invited to a reunion weekend at HMS Drake on Oct. 22-23, hosted by the Senior Rates of HMS Trafalgar. For details of vacancies contact Mr A. Senior, Hill Farm, Castle Acre Rd., Gt. Dunham, King's Lynn PE32 2LP (tel. 0760 755094).

Russell Cotes Nautical School, Parkstone Sea Training School, Watts Naval Training School Old Boys will be holding a reunion at St. Alfeges Church Hall, Straightmouth St., Greenwich SE10 on Sept. 11. Details from After Care Section, Barnardo's, Tanners Lane, Barkingside, Ilford, Essex IG6 1QG (tel. 081 550 8822 ext. 307).

ASWIs Assn. will hold their reunion and annual dinner-dance at the Royal Sailors' Home Club, Portsmouth on Oct. 29. Details from PO(S) P. Collins, Lewin Building, HMS Dryad, Southwick, Hants. PO17 6EJ (tel. 0705 210522 ext. 4696).

Hughes and J Nolon. If they or their families wish to contact him he is willing to forward the photograph.

Naval Poetry: Mr J T Lownds, 3 Tunstall Tce., Ryhope, Sunderland, Tyne and Wear SR2 0AS (tel. 091 5235978) plans to produce a book of "Jack's poetry" and would like to hear from anyone who has any interesting or amusing stories or poems to relate.

HMS Apollo, 1987, US deployment: Mark Smith, 49 Heather Rd., St. Julians, Newport, Gwent would like a copy of a photograph taken of the ship's company when HMS Apollo was alongside.

D-Day recollections: To commemorate the 50th anniversary of D-Day a magazine is to be published containing the personal recollections of those involved. Anyone wishing to contribute accounts of conditions on board ships during the days immediately before D-Day (including the time of the false start on June 3-4), the approach to the beaches on D-Day night and early morning and what it was like to be in a small boat under bombardment, should write or telephone R. Vernon or P. Parrack, Navy News, Barham Block, HMS Nelson, Portsmouth PO1 2HU (tel. 0705 294228).

FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month.

The Allies continued to carry the offensive to the enemy. In the Mediterranean surface ships were busy supporting the Army in Sicily and softening up the Italian coastal defences in preparation for the invasion of the mainland.

Merchant shipping losses worldwide were only a little over 100,000 tons and only two ships were sunk in North Atlantic convoys. 24 U-boats were sunk — not all recorded here.

Principal events included:

1: RAF Sunderland sank U-383 in SW Approaches, RAAF Sunderland sank U-454 in Bay of Biscay. HM ships Aurora, Penelope and six destroyers bombarded Cotronei in Sicily. Dido, Euryalus, Sirius and four destroyers bombarded Vibo, S. Italy. 42 Cdo. RM formed.

2: Two Sunderlands (RAF and RAAF) sank U-106 in SW Approaches.

3: U-647 mined in Faroes-Iceland mine barrage, the only submarine sunk in this "singularly unproductive enterprise". Lieutenant Syme, GM and bar, RANVR, awarded GC for bomb and mine disposal.

4: RCAF Sunderland shot down while sinking U-489 in N. Atlantic, crew saved by HM ships Orwell and Castletown. HMS Roberts bombarded road and railway at Taormina, Sicily. Ammunition ship blew up in Algiers harbour, HMS Arrow damaged beyond repair.

5: HM trawler Red Gauntlet sunk by E-Boat off Harwich.

7: 45 Cdo. formed.

9: HM ships Aurora and Penelope bombarded Castellammare. HM submarine Si-moom sank Italian destroyer Vincenzo Gioberti off La Spezia. 44th Italian destroyer sunk, the last before the Italian surrender.

10: HMS Uganda and RNNeths Flores bombarded enemy positions north of Reposto. HM submarines Partisan sunk by mine on passage from Malta to Alexandria.

11: RAF Liberator shot down while sinking U-468 off Gambia. The pilot, Flying Officer Trigg RNZAF, awarded posthumous VC.

12: HMS Scarab bombarded coast road near Cape Schiso. HM ships Roberts,

HMS Scotia, Class 446, 1946: Members of this class would like to contact Nobby Clarke (originally from Fareham). Ginger Rose (last heard of in HMS Coastguard, in the West Country) and George Boulby (originally from Nottingham) with view to a reunion later this year. Contact Eric Maw on 081 669 1099 or Alan Vernley on 0263 720879.

HMS Penelope, Sept. 1942: Mrs Zena Jaynes, 50 Bresler House, Withington Close, Paulsgrove, Portsmouth PO6 4DJ would like information concerning her brother Leslie Phillips who was washed overboard in Sept. 1942 while returning to Plymouth from the USA.

Motor enthusiasts: Samantha Bottrill, BBC Motoring Unit, Rm 512, BBC Pebble Mill, Birmingham B5 7QQ (tel. 021 414 8888 or fax 021 414 8181) would like to hear from those for whom motoring consumes their every moment. She's looking for the unusual, the spectacular, the eccentric and the quirky.

Second World War stories: Mrs J. Clifford, 4 Bramble Gardens, Off Aspley Park Dr., Aspley, Nottingham N8 3EH is completing her father's novel, partially-written before he died and would like to hear from readers who may have stories about their service which could be used for the book — the main character serves in a small frigate, carrying out escort duties around the Gulf of Aden, visiting such places as Steamers Point, Mombasa, Madagascar and Cape Town.

HM ships Stork (1939-40), Cheshire 1941-43) and Columbine (1943-45): Jack Duffin, 13 Nedens Grove, Lydiate, Merseyside L31 2LR would like to hear from old shipmates, particularly Lou Dennett.

HMS Arrow, Algiers Bay 1943: W Grainger (known as Chef), 39 Benacre Rd., Ipswich, Suffolk IP3 9JX (tel. 0473 710208) would like to hear from shipmates who survived when the ship caught fire in Algiers Bay.

HM ships Indefatigable, Class 159 (1953-54), Triumph (1954-40), Decoy (1958-57) and Saintes (1958-60): Taff Brooks (tel. 0792 465112) would like to hear from former shipmates with view to a reunion.

HM Gazelle (1943-46): G J Maynard, 7 Holbrook Close, Walton, Chesterfield S40 3JP would like to hear from anyone who knows the whereabouts of Eric or Harry Proctor.

HMS Copra, Elba, June 17 1944: C Murray, 2 Chestnut Close, Crabtree Park, Workson, Notts S80 1UY (tel. 0909 475901) would like to hear from old shipmates.

HM ships Albatross, Vernon and Roedean School for Girls (1939-45): N H Roberts PO Box 123, Dunnottar TVL, 1590 South Africa would like to hear from old shipmates.

Dutch destroyer Isaac Sweers, Operation Torch, Nov. 13 1942: The Dutch naval association would like to hear from Lieut. K E Adderley RNVR and Yeo. Sigs. J Myall who served as British liaison personnel, with a view to attending a reunion in Nov. Contact F J Otten, A.V.O.M., Reunion co-ordinator, Wezelhof 2, 5431 LP CUIJK, Netherlands (010 31 8850 16071) or Doug Shepherd, 38 Christies Lane, Montrose, Angus DD10 8HY (tel. 0674 77812).

HMS Woodbridge Haven, Mediterranean commission, 1954-57: Ex-ME Dave Bishop, would like to hear from old shipmates, particularly from the stokers' mess and the whalers' crews, with view to a reunion. Contact him on 0983 811207 or Ken Tanner on 0273 597512 or Bomber Brown on 0273 596039.

HMS Haydon, 3rd Destroyer Flotilla, Haifa Patrol (1945-48): Frank Wodhouse, Box 250 Hopperville Rd., Greenlane, Pennsylvania 18054, USA would like to hear from old shipmates.

Mobile Analysing and Recording Unit (1943-45): Iris Piper (nee Kempster), 766 Acton Rd., Acton, Tasmania 7170, Australia would like to hear from former Analysts Brenda Curtis (nee Shaw), Katie Muir (nee Colquhoun), Margaret Foster and other

Calling Old Shipmates

members of the unit with view to establishing personal links and organising a reunion in the UK later this year.

Fleet Air Arm, Eglinton, Northern Ireland: Barbara White (nee Rudkin), 17A Tay St. Mosgill, New Zealand would like to hear from Daphne Moore, last known living in Rugby.

HMS Egret (1942-43): Bill (Geordie) Law, 11 Wesley St., South Shields (tel. 091 4560 048) would like to hear from those who survived when the ship was sunk.

HMS Aisne (1967-68): RO1 Bracking would like to hear from old shipmates, particularly Mick Madison, Doc Jekyll, Taff Ruffton, Sandy Shore, Jim Tweedie, Robbie Lang, Ken Gulet, Lofy Mann and Andy Capps — tel. 0634 403408.

HM ships Berwick (1930-32), Carlisle (1934-37), Cambridge (1945-47), RNC Dartmouth (1947-50) and Euraylus (1950-52): Frank Short, 6 Tump Lane, Muck Birch, Hereford HR2 8HW (tel. 0981 540 585) would like to hear from old shipmates, particularly Reg Sedgbeer.

8th Destroyer Assn. (China Station, 1945-63): Mick Corbett, 1 Melbourne Cres., Stafford ST16 3JU would like to hear from anyone who served in HM ships Cossack, Constance, Consort, Contest, Cockade, Comus, Comet, Concord, Charity, Cheviot, Cavalier, Caprice, Caesar, Cambrian, Cassandra, Carrysfort, Carron and Cavendish (see appreciated).

HMS Lennox, Glasgow 1943: John Brodie, 9 Florence Park, Almondsbury, Bristol BS12 4HE (tel. 0454 613312) would like to hear from old shipmates with view to a reunion next year.

HM ships Ariadne (1983-86) and Invincible (1986-87): Mrs Maria Craig, 6 Beacon Park Rd., Beacon Park, Plymouth PL2 2PF would like to hear from anyone who served with her husband WEM(R) Martin (Sticks) Craig who has recently died.

HMS Devonshire (1964-66): John Waby, tel. 0860 375046/0831 890882/0530 270510 would like to hear from CPTI Royston Wilkinson, a former RN footballer, last heard of living in Gosport.

HMS Devonshire (1940-44), 382 Sqd. RM: H D Rose, 34 Paxman Ave., Colchester CO2 9DD (tel. 0206 45265) would like to hear from old shipmates.

HMS Kempenfelt, British Pacific Fleet: W F Braun, 159 Peterborough Rd., Leyton, London E10 6HH would like to hear from former Stokers.

HMS Beachy Head, British Pacific Fleet: Lawrence Whyte, 12 Camphill Ave., Glasgow G41 3AY would like to hear from shipmates who were on board her during her search for the rest of the Fleet.

HMS Torbay: Freddie Wilmot, Shamrock Cottage, Islington TQ13 9RW would like to hear from crew members with view to a reunion.

HMS Southdown, 16th Destroyer Flotilla: Mr E Kerr, 60 Leonard St., Bulwell, Nottingham NG6 8RR (tel. 0602 273055) would like to hear from old shipmates with a view to a reunion.

HMS Ganges, 52 Recruitment, Rodney 12 Mess (1962-63): Charlie Small, 25 Windward Rd., Rochester, Kent ME1 2ND (tel. 0634 406072) or Bill Vince, 22 Butler Rd., Newton Aycliffe, Co. Durham DL5 5LT (tel. 0325 311134) would like to hear from former mess mates with view to a reunion.

HMS Bulwark, 1966: Tony Holder (tel. 0784 242269) would like to hear from old shipmates, in particular Tony Lown and Harry Alden.

HMS Cato, June 6 1944: Mr H T Ald-

house, 98 Lord Walsingham Court, Glebe Close, Thetford, Norfolk IP24 2LT would like to hear from the LSM who saved his life when the ship was blown up on D-Day.

HMS Falmouth, Indian Ocean (1943-45): J Kirtton, Woodlea, Gypsy Lane, Blesby, Notts. NG14 7GG (0636 830587) would like to hear from old shipmates — photographs are available.

HMS Royal Albert (Naval Party 1749, Hamburg): Mrs Audrey Parsley (nee Bell), 37 Cauldwell Lane, Whitley Bay, NE25 8SS would like to hear from ex-Wrens.

Fleet Air Arm, HM ships Ark Royal, Worthy Down and Illustrious (1918-41): Paul Hoggins, 105 Granville Rd., Sheerness, Kent ME12 1QP (tel. 0795 66073) would like to hear from anyone who knew his grandfather A/LA Harry Fitzpatrick who was killed on board HMS Illustrious when the ship was bombed off Malta in Jan. 1941.

RM Lympstone, 1942, HMS Owl and Egypt, 1943: Mr S Ramsden, 85 Rock Valley Way, Rochdale, Lancs would like to hear from Frank Ward, last known living in a pub in Devon.

HMS Temedos, Colombo, and Dutch merchant ship Jawale: William Capseed, 17 Birtwistle Ave., Colne, Lancs BB8 9RS (tel. 0282 861017) would like to hear from survivors of either ships.

HMS Devonshire, 1940, oil tanker Gonganion, HMS Pelawo and the Copeland: B Williams, Flat 33, Sari Williams Court, Garden Lane, Chester CH1 4HB would like to hear from old shipmates and survivors.

RN air station Brandy, 1970: Kris Murphy, who is visiting the UK from South Africa in Sept., would like to contact PO REL (Air) Michael Blewitt, last known living at Addison Close, Haverford West with his wife Jan and the children Deborah and Gary.

HMS Hornet (Coastal Forces): Ned Ferns, 32 New Rd., Clonfield, Portsmouth PO8 0NR (tel. 0705 593486) would like to hear from shipmates from Bold Pathfinder, P5212, Dark Aggressor, Gay Dragon, Brave Border and Swordsman with view to a reunion.

LCT 441, June 6 1944: G J Nosworthy, 8 Western Court, 245 Carlton Vale, London NW6 5DB would like to hear from old shipmates.

HMS Aurora (1944-45): Owen N Roberts, 5 Manstone Close, Sidmouth, Devon EX10 9TZ (tel. 0395 514343) is completing a history of 31st Fleet Regiment RA, 4th Indian Division, on behalf of the regiment's Old Comrades association. He would like to hear from any members of the ship's company who may recall the close ties with the regiment during the 1944-45 operations in Greece, especially at Salonika and Kavalla.

HMS Boadicea (1939-45): Capt. D Crawford, 46 Harley Cres., Catterick Garrison, N. Yorks (tel. 0748 835060) is requesting, on behalf of his father, information concerning former shipmates of the ship, involved in the recovery of the 51st Highland Division from the beaches of Dunkirk.

HMS Javelin: Mr R Clark, 21 Finner Walk, Newtown Abbey, County Antrim BT37 0JF would like to hear from anyone who knew his brother LS Nobby Clark who died when the ship was torpedoed.

HMS Mariner, Fishery Protection (1953-55): Former AB Bob Larking, 119 Brighton Rd., Purley, Surrey CR8 4HE (tel. 081 645 0922) and Harry "Horses" Jenkins would like to hear from old shipmates with a view to a reunion, in particular Titus Oates, Terry Summers, Vic Shawlen and Lieut.-Cdr. Vance.

Scent of Success



MORE than 100 men who served in the Flower Class corvettes on escort duty during the Battle of the Atlantic were reunited at Portsmouth's Royal Naval Museum last month.

The veterans, who gathered from all over the country, received a private viewing of the museum's "Flowers of the Sea" video and exhibition devoted to the campaign made famous by Nicholas Monserrat's novel and film, *The Cruel Sea*.



Morale boost on the agenda

THERE was plenty of good news on the agenda at this year's Royal Naval Association conference, held in Portsmouth. An increase in membership of 312 during the past year brought the total up to 44,518 and the association's balance sheet showed a surplus of £7,719.

While this boosted the morale of all those present, what gave conference its edge was the readiness of the 262 delegates present to accept that some radical changes will be needed to launch the association into the 21st century.

Seventy per cent of members are over the age of 65 years, a message not lost on delegates and they were urged by speakers to respond to a questionnaire to branches by the 2,000 Committee. Its task is to plan for the future, search out opinion at grass roots and devise a blueprint for the survival of the association.

Reporting to conference, the chairman of the National Council, Shipmate Ron Tasker, confirmed it had been a good year. He welcomed the increase in membership and a surplus, rather than deficit, on the balance sheet, but warned "there was no room for complacency."

That radical changes will be needed to meet the challenges of the future was stressed by the chairman of the Publicity and Recruiting Committee. He urged delegates to support the work and aims of the 2,000 Committee and announced that the recruiting drive, vital for the association's future, was generously supported by a donation of £6,000 from Pussers' Rum.

Chairman of the Charities and Welfare committee spot-



WHO says the Scots are a mean lot? Shipmate Dempsey, left, of Dundee branch, put paid to that rumour when he presented a cheque for £500 in aid of the Central Charities Fund to Admiral Sir Desmond Cassidi at conference in Portsmouth.

lighted how individuals in need are helped by the association. He thanked delegates for the support from branches for the Central Charities Fund which, in the past year, had made a total donation of £8,970 to naval and ex-servicemen's charities. A further £5,890 was given in grants to help individual cases.

Good news too, from the chairman of the Social and Ceremonial committee, who reported an impressive turn out of standards at the 1992 Royal Tournament and a successful national standard bearers competition in 1992, at the Butlins Leisure Centre, Bognor Regis. The association's 1993 biennial reunion, he said, would be held at the same venue over week-end Nov. 5-8.

Before the afternoon session got underway four motions of

urgency, concerning the venue of the 1995 conference, were proposed and voted on. While the proposers for the Isle of Man, Clacton-on-Sea and Malta put forward convincing cases, Plymouth won the day, a result loudly approved of by the delegates.

Lively debate

Of the 16 motions on the agenda for debate in the afternoon session two were withdrawn, 12 rejected and two carried. Those rejected did not go down without a good fight and some lively exchanges on the part of shipmates supporting and opposing the motions!

The motion, proposed by Shipmate Ken Marsden, of High Wycombe branch, "that serving and ex-serving members of the RFA who have

served in a recognised theatre, where campaign medals have been awarded, be eligible to join the RNA as full members", was well-debated but did not receive the required two-thirds majority vote.

Carried overwhelmingly was the motion, proposed by Shipmate S. Shilling, of Wear branch, "that the National Council review the pooled fares system to ensure a fairer distribution of costs, and that Bye Law 3 be amended as appropriate".

The second motion to be carried, proposed by Shipmate Watson, of Eastbourne branch, was "that in the same way as summaries of proceedings of the National Council are promulgated, those of the RNA 2,000 working party be circulated to all branches to enable the widest involvement of the membership".

DELEGATES PREPARE WAY AHEAD

ADDRESSING delegates at the 1993 conference, RNA President Admiral Sir Desmond Cassidi stressed that change must be accepted and that delegates should prepare the way ahead.

"We must come to terms with the fact that in only a few years from now we must reshape our association to take count of the likely fall in numbers as many of us older shipmates pass our sell-by date and cross the bar," he said.



● Admiral Sir Desmond Cassidi.

"I am sure each and every one of you want the association to continue to thrive albeit with smaller numbers. That is why we have the 2,000 working party doing their very best to seek out the best way forward. I commend their efforts to you and ask for your support."

Admiral Cassidi gave a glowing account of the 50th anniversary celebrations of the Battle of the Atlantic

which were held in Liverpool and which he attended with the association's chairman. He spoke of the many associations which attended, some coming as far afield as Canada, Australia, New Zealand and South Africa.

The RNA was given the honour of taking the lead in helping Flag Officer Plymouth with the arrangements for the veterans participation and he congratulated the General Secretary and headquarters staff who had coped with a considerable extra work load.

Those who attended will, he was sure, remember the event with pride. "It was," he said, "a poignant occasion signalling our own survival while at the same time evoking memories of those who did not return and gave their lives for our freedom."

He went on to remind delegates that 1994 will mark the 50th anniversary of D-Day, another great naval occasion which the RNA will want to commemorate in style.

Conference awards

THE following awards for recruiting were presented at conference by the President, Admiral Sir Desmond Cassidi.

The Sword of Honour: To the area making the greatest increase in full membership — No 4 Area.

The Briggs Dirk: To the branch with over 30 members which made the greatest increase in full members — Thurrock branch.

The Briggs Rose Bowl: To the branch of under 30 members making the greatest increase in full members — Llangollen branch.

The Tasker Bowl for covenanting: No 6 Area (for the fourth consecutive year).

Admiral praises community work

PORTSMOUTH was home ground for many delegates and observers attending the RNA conference, a factor not lost on the Lord Mayor Councillor Alex Bentley, who, in his welcome address, said they probably knew Portsmouth better than himself!

Conference opened with a parade of the national standard into the hall then a minute's silence for departed shipmates. This was followed by a short prayer service by Bishop Ambrose Weeks, former honorary chaplain of the association.

The President, Admiral Sir Desmond Cassidi, then welcomed the Lord Mayor and Flag Officer Portsmouth Rear Admiral David Bawtree.

The Lord Mayor said that although he was young in office, he was not ignorant of the excellent work done by the association and the money raised by members for charity. He praised the way the Navy



● Rear-Admiral David Bawtree.

looks after its own then went on to speak about the ties the city has with the Navy, spanning many generations.

Rear Admiral Bawtree, in a speech witty and to the point, highlighted the role of the Navy in a changing world and praised the highly-trained young men and women serving today.

Commenting on the changes brought about by the demise of

the Warsaw Pact, he paid tribute to the RNXX which, after more than 30 years part-time service, is to be disbanded.

Referring also to the Royal Naval Reserve, to be cut by a quarter, he said defence capacity once gone, cannot be replaced except at enormous cost.

Admiral Bawtree assured delegates that despite the changing times, the Navy would continue to play an important role.

Community

He praised the work done in the community by RNA branches and the generous sums given to local, national and naval charities. Before leaving, the Lord Mayor and Admiral Bawtree were presented with decanters of Pussers' Rum on behalf of the association.

Sunshine prevailed throughout conference week-end which concluded with an impressive parade and wreath-laying ceremony in Portsmouth Guildhall Square and adjoining war memorial.

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Putting the flags out. (The frigates HMS Chatham (outboard) and HMS London are among over 15 of the warships open to the public during Plymouth Navy Days this year.

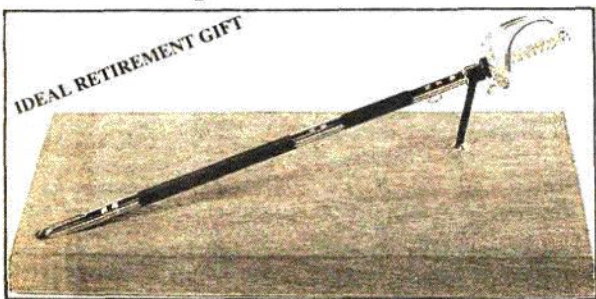
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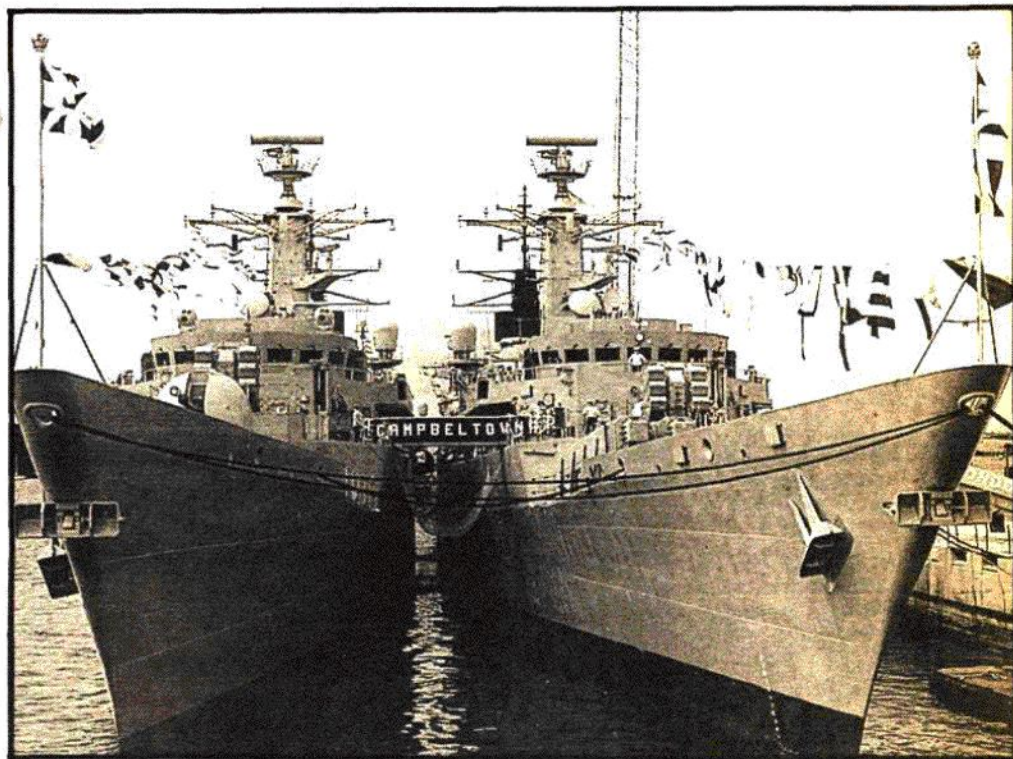
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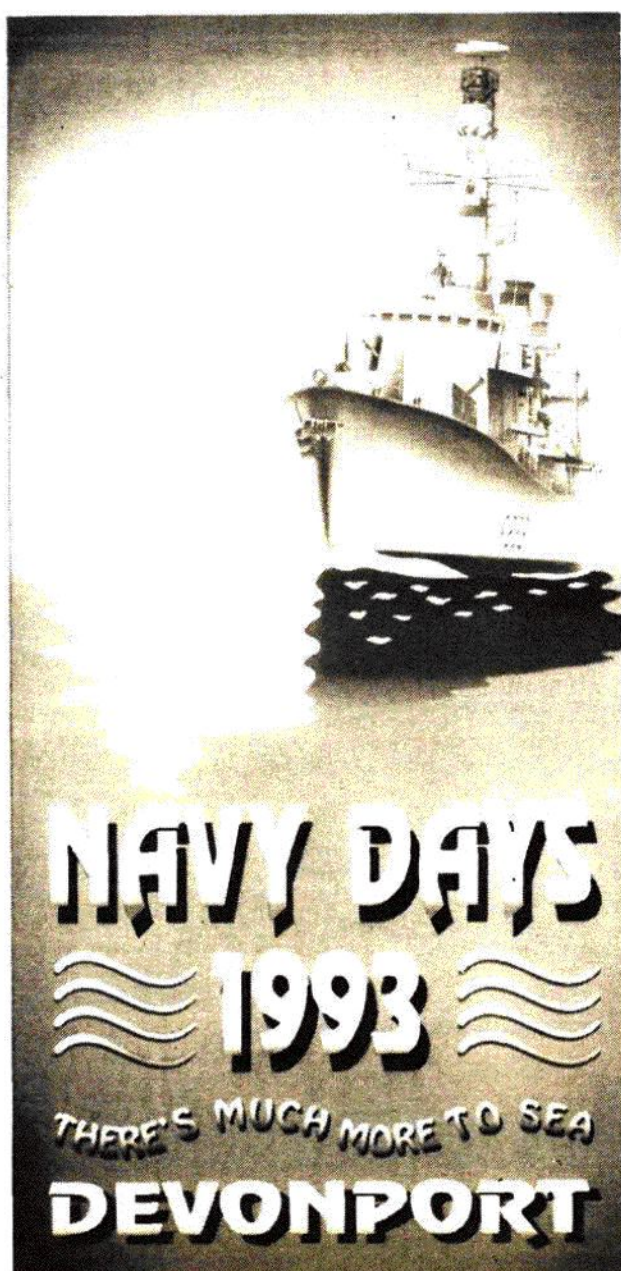
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ON PLYMOUTH

28th-30th August



DEVONPORT stages the showcase Navy Days this year over the August Bank Holiday weekend, with the traditional slogan updated to "See the ships and meet the men and women".

The 1993 Navy Days promises great days out for everyone, from the dedicated ship enthusiast to Mum, Dad and kids of all ages, with attractions ranging from the latest destroyers and frigates of the surface fleet, the silent might of a nuclear-powered submarine, the excitement of Royal Marines high speed raiding craft and a flying display of naval aircraft, old and new.

Among the ships planned to be open to the public are the Type 42 destroyer HMS Manchester, frigates representing all current classes in service, with Type-21 HMS Avenger, Type-22s HM Ships Chatham, Coventry, Campbeltown and London, and Type-23s HMS Marlborough and HMS Monmouth, the Royal Navy's latest warship.

The Navy's small ships are also represented, with mine countermeasures vessels HMS Hurworth, HMS Bridport and HMS Caron, and survey vessel HMS Roebuck. And on show, but, for security reasons, not open to visitors, will be a Trafalgar-class nuclear submarine and a new Upholder-class diesel-electric boat.

Largest of the ships which visitors can get aboard will be the 36,000 ton Royal Fleet Auxiliary fleet tanker Olmeda.

In addition, three foreign warships will be participating — the Danish minelayer HDMS Sjaelland, the Belgian minehunter Narcis and the German frigate FGS Schleswig-Holstein.

The flying display is planned to include a fly-past by the historic "Stringbag", the Second World War Swordfish bi-plane, and Royal Navy Sea-Harrier jump-jets, with a display by the RAF's Red Arrows on 28th and 30th August.

Commando Forces

A lively and exciting display by small craft and helicopters will be staged on the river and, ashore, there will be demonstrations by Royal Marine Commando Forces, including small arms and field gun displays, and on the 28th the Royal Marines Parachute Display Team will drop in.

Other attractions include self-defence demonstrations and gymnastic displays and, keeping up the tradition, Flag Officer Plymouth's Royal Marines Band will Beat Retreat at the end of each Open Day.

Something new this year will be the Dragon Boat Racing, a spectacular fun event in which any club, business or other group may enter (teams of up to 22) racing in open competition in 40-foot Dragon Boats. No previous experience is necessary!

Other firsts are the exhibition of Marine paintings which will be on display throughout the event and the finale of a region-wide competition for young people called the "Drake Challenge." This is a knockout competition open to schools, Sea Cadet Units and Sea Scouts (First Prize £1000 donated by Lloyds Bank PLC).

Getting there

Access to Devonport is very easy for road travellers from the West Country, Midlands, South Wales and the North West, lying as it does just half-a-mile along a direct link route to the M6/M5/A38 arterial route. Parking for coaches and cars will be free with approximately 4,000 on-site car billets backed up by a Park & Ride Scheme which will also be free of charge.

Inter-city Rail services to Plymouth are frequent. Special rail deals are available involving free transport to/from the Station to the Navy Days event and a 25% discount on ticket prices. Finally, Plymouth's Airport, Roborough, is only 4 miles from the Naval Base.

The cost of entry to Devonport Navy Days has been kept at a low level: £4.00 Adult, £2.00 Child/Senior Citizen/Handicapped, £10.00 Family Ticket.

Discount prices are available for early booking groups of 10 or more. The Family Ticket is very flexible covering 2 adults and 3 children (under 16 years) or one adult plus 5 children or a child and 3 adults. Tickets will be on sale at most local Royal Navy Recruiting Offices and by mail from the Navy Days Office, HMS DRAKE, Devonport, Plymouth PL2 2BG (FAX 0752 557644).

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H.M.S. Hood



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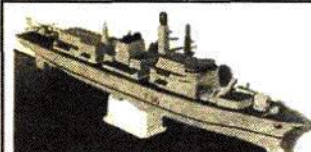
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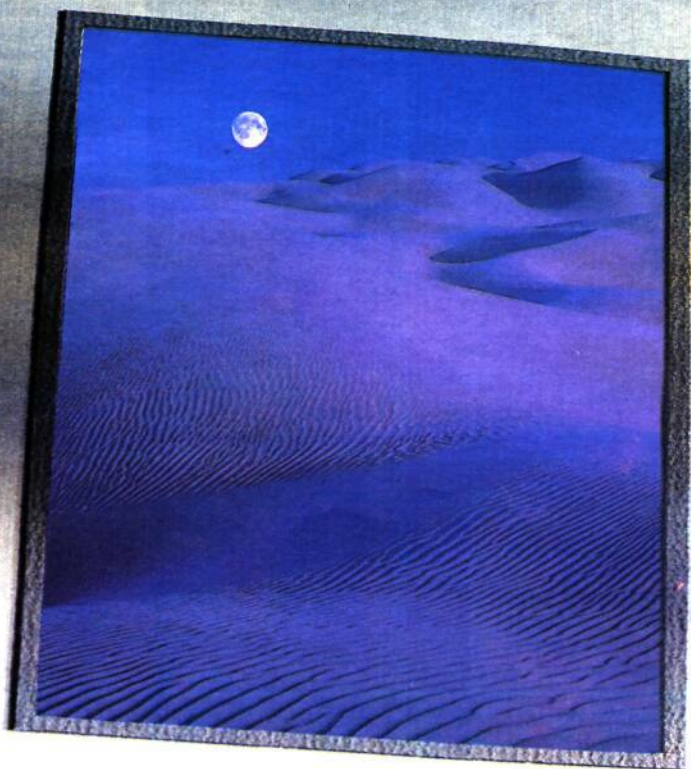
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After a busy work period earlier in the year, during which she underwent BOST, she took up Royal Guardship duties escorting HMY Britannia during the Fleet Review to commemorate the 50th anniversary of the Battle of the Atlantic. Next month HMS Active leaves Devonport for WIGS deployment.

● Pakistani naval officials are currently negotiating with the MOD to buy at least four of the five Type 21 frigates due to be phased out in the latest round of defence cuts.



Heron's birds of a feather

● Below: "Falconers" CPO Duncan Sim, PO Joe Doyle, LA Paul McQuillen and LA Steve Corrigan pictured with the prime members of Heron's Bird Control Unit.



NOT exactly the smartest turn-out at RN air station Yeovilton but give these chicks, pictured left, a few months and they'll soon be ruffling a few feathers like their counterparts, below.

The Bird Control Unit at Yeovilton is celebrating its 21st anniversary and has produced a record number of chicks with ten young Lanner falcons being raised this breeding season.

To minimise the risk of "bird strikes" around airfields, the Navy introduced a bird control programme at RN air station Lossiemouth in 1965. The methods used were bird distress tapes, pyrotechnics and shotguns but the most effective were falcons.

When the unit moved to Yeovilton in 1972 it was necessary to import falcons from abroad and the birds were brought in from Pakistan and Nigeria. Because of cross-border controls and conservation policies the supply of birds became difficult to maintain so a breeding programme was started in Yeovilton in 1977.

Bird control in the Navy has now been operating for 28 years and is one area of Service life where the relationship between the man and his "equipment" requires a large amount of parental tender loving care!



Sultans of swing

"OKAY lads, this is how it's done." ... Children from Castle Primary School, Portchester, demonstrate the Hornpipe to HMS Sultan's display team ... or is it the other way around?

The team had taken time off from their busy schedule of public performances and were helping the children prepare for their end-of-term concert.

Picture: Lieut. Cdr. Nigel Huxtable.



Oils on water

TO commemorate the 50th anniversary of the Battle of the Atlantic maritime artist Don Tate has begun a series of four oil paintings depicting incidents he witnessed during the Second World War.

The first of the paintings to be completed, pictured right, shows the rescue of a Norwegian crew by the cruiser HMS Phoebe.

Their vessel, the merchant ship Mostyn, was attacked by a long-range Condor bomber in the winter of 1941. HMS Phoebe picked up her distress call and arrived to find the whole of the crew packed into one lifeboat.

Scramble nets were draped over the starboard side and the crew were snatched from the lifeboat by Phoebe's



ship's company. The rescue was made all the more difficult because the lifeboat was plunging wildly in 30ft. waves, only occasionally making contact with the ship's side.

The limited edition of 500 of each of the four paintings will cost £28.50 each will be sold with a serial number, artist signature and individual messages added if required.

Through the jungle, not so softly

WHILE most of 40 Commando were up to their necks in a piranha and crocodile-infested jungle river in Guyana, a lucky few were detached to the Caribbean Island of St Lucia — to play the part of a drug baron's private army.

The gamekeeper-turned-poacher role provided the police and defence forces of 11 nations with a tough opponent for their annual security exercise Trade Winds — a lot tougher than the real thing, apparently.

"Some of the drug runners are armed — but they usually run away when they see the uniform," explained Capt. Rob Allen, the permanent training team leader.

His men had helped discover many thousands of marijuana trees over the past few months and operations would be mounted to destroy these and arrest those responsible for their cultivation, he said.

The Marines have been in the region for ten weeks, working from the RFA Sir Galahad. As Britain's forces face cuts and consolidation, they have been carrying out Arctic and desert training in the first half of 1993 — and have now carved their way through some of the world's densest jungle.

"We gave ourselves 72 hours to set up here," said commanding officer Major Steve Wotherspoon, at his water-logged base camp 90 miles up the Essequibo River from Georgetown. One of the great rivers of South America, this had to be their main supply route as Guyana has no infrastructure outside the capital.

"But we also needed to move some of our vehicles by jungle trail. We saw a fundamental requirement for water, so the initial convoy of Royal Engineers from 59 Squadron and our own Assault Engineers had to cut their way through using chainsaws and explosives and carrying a water purification plant."

CSgt Roger Taylor described the 196 mile journey as a nightmare. There were existing tracks, but these were only suitable for Land Rovers in the dry winter season. The engineers had to cut away the overhanging canopy and fill the ruts with sandbags for the Marines' heavy vehicles as the rain

turned the ground into a sea of mud — but they got through in 12 hours.

The Marines also used raiding craft of 539 Assault Squadron and a Mexefloat power-driven raft to bring men, vehicles and stores up river. Partly completed at night, this was a very hazardous journey — the river was last surveyed in 1926 and local pilots and coastguards were unwilling to undertake the journey.

The training included live firing, jungle survival, river crossings and an exercise up to troop and company level. There was also some cross-operation with Guyanese troops.

Only one accident threatened to mar the success of the trip — Sgt Philip Murley was injured by shrapnel from a grenade and a dramatic rescue and evacuation followed. Unit MO Lieut. Simon Cooke was summoned by radio and, knowing that the helicopter was at least half-an-hour away on another task, carried out an emergency operation — in a jungle hut in pouring rain — to drain blood from the casualty's chest.

Surgery

Further surgery was later carried out by a Cuban surgeon at Georgetown Hospital — whose efforts were praised by Lieut. Cooke — and after more treatment at Miami, Sgt Murley was flown home. He has now left hospital and is recovering well.

Some of the Marines found the jungle less pleasant than their normal environment in the Arctic wastes of Norway — "It's easier to get warm in Norway than to get cold here," Mne Darran Wood commented.

But for Sgt Stephen Robson, the chief jungle instructor who had spent two years in Brunei, it was the easiest of all theatres to survive in.

"You will not die of cold and are never far from water. Acclimatisation is a problem but you can always get used to heat — you can't to cold."

The end of the Cold War, in

fact, has seen the importance of the Marines' role in Norway decline. Widening of training areas to include desert and jungle is now all the more important, however, as the potential operating areas are no longer restricted to Europe.

While UK forces permanent bases in jungle areas such as Belize are being cut — 45 Cdo RM is doing an operational tour there at present and will be one of the last British units to go — the cost of training overseas is a lot less outside them. The Marines were not charged for use of the Guyana area and were able to operate at about \$100 a day, exclusive of the support ship's costs.



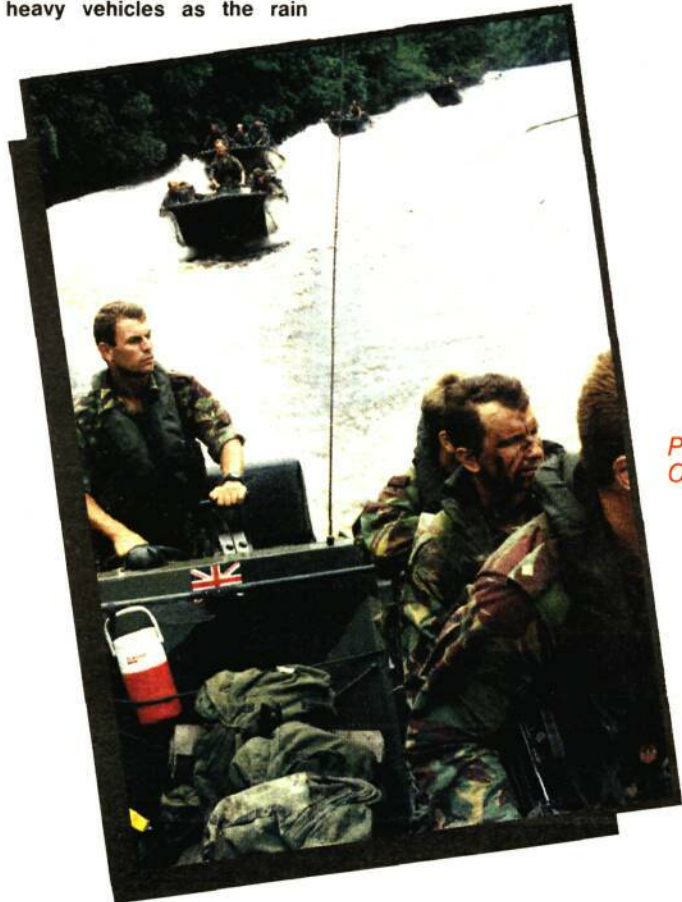
Pictures by PO(Phot) Andrew Chetty

From the top:
● Piranha bait? 42 Cdo Marines swimming with full equipment across a tributary of Guyana's chief river. Here be crocodiles, too ...

● Taking cover on the bank, with the help of some of the world's densest jungle.

● Caribbean defence forces prepare an assault on Royal Marines playing the part of drug barons on the island of St Lucia. Inset: a raid on the "smugglers camp."

● Left: Patrolling the mighty Essequibo.





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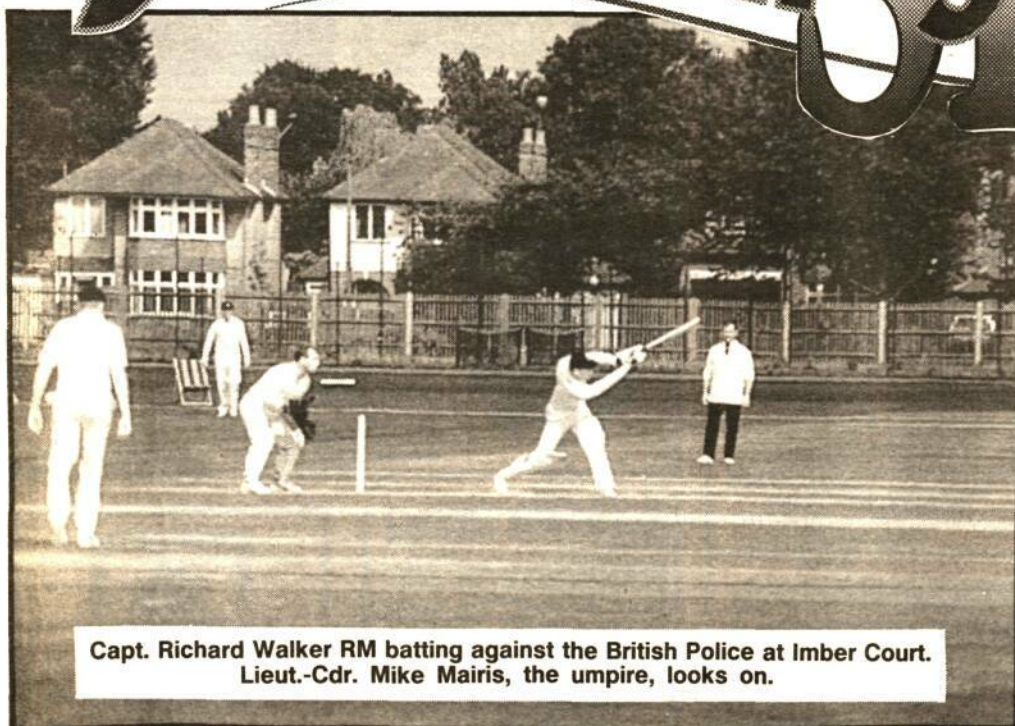
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Capt. Richard Walker RM batting against the British Police at Imber Court. Lieut.-Cdr. Mike Mairs, the umpire, looks on.

CRICKETERS PROVE THE POWER OF POSITIVE THINKING

AT BATH to play a strong Civil Service side, the Royal Navy were made to pay for some poor early fielding as Hewson, dropped three times on his way to 50, made a hard-hitting 160 not out, writes Lieut.-Cdr. Jim Danks.

The Civil Service ran riot to make 314 for 3 from 55 overs, while the Navy batsmen failed to apply themselves and struggled to just 114 for 9. This was a below par performance in all respects from the RN.

Civil Service 314-3. Royal Navy 114-9. Civil Service won by 200 runs.

Lieut. Piers Moore (Renown) skippered the representative side for the first time when the United London Banks came to Portsmouth. In a curate's egg performance, his side put the disappointing play against the Civil Service behind them and put up a fight to win by 24 runs.

They had struggled to 78 for 4 off 35 overs at lunch, but then took 127 runs from the remaining 20 overs. LSEA Bob Learmouth led the way with partnerships of 51 with Moore and Lieut. Chris Slocombe (707 Sqn) as he made a well compiled 57, including two sixes.

This time it was the tea break that worked the magic for the Navy as they returned to an uphill task — the Banks having made 91 for 1 from 25 overs — in a very positive manner. Capt. Robin Hollington RM (HQRN) and AEM John Mann (707 Sqn) bowling spinners retrained the Banks. Between them they bowled 17 overs and conceded just 46 runs. Learmouth completed an excellent all-round performance by claiming four wickets for 24 runs in 10 overs.

The Banks were all out for 181 in the 53rd over. This was the Navy's first victory over them since 1982 and showed what a positive approach from all the players can achieve.

RN 205 (Learmouth 52). United London Banks 181. RN won by 24 runs.

After record breaking efforts against the RAF the previous day, the British Police were in confident mood for their match against the Navy at Imber Court and the RN did well to restrict them to 242 for 6. Mann took 4 for 60.

The Navy innings started badly; they lost 3 wickets for 11 runs before Capt. Richard Walker RM (31) and Dean Kitching (48) put on 90. Walker was run out following a misunderstanding.

Only a spirited 36 by LCpl John Baker (3BAS) prevented a bigger defeat.

British Police 242 for 6 off 55 overs. RN 181. Police won by 61 runs.

Club Cricket Conference made an impressive 258 for 5 from their 55 overs at Portsmouth. Hollington bowled an economical spell of offspin to return figures of 11 overs for 29 runs. RN fielding was in good form and excellent catches were held by Moore, Learmouth, Miles and skipper Charles Hobson.

The Navy began their reply promisingly, but losing Falconer to the last ball before tea proved crucial. Only Hobson

(40) showed the right determination among the early batsmen. Mann made an undefeated 57 and put on 64 for the 8th wicket with Martin King (Warrior).

This was another disappointing performance by the batsmen after the bowlers had put the Navy back in contention with an improved post-lunch session.

CCC 258 for 5. RN 212 for 9. CCC won by 46 runs.

Spectators are welcome at all August's games, particularly the Inter-Services: August 1 v Devon at Budleigh Salterton; 2 v Dorset CA at Dorchester Recreation Ground; 6 v Southern League XI at Burnaby Road; 9 v Army at Vine Lane, Uxbridge, in the Inter-Services Tournament; 10 losers of the match on the 9th v the RAF; 11 winners of the match on the 9th v RAF.

The Lambs Navy Cricket Cup final between HMS Collingwood and HMS Heron will begin at 1400 at Burnaby Road, Portsmouth, on August 4. In the semi-finals Heron beat HMS Thunderer by 98 runs and Collingwood beat HMS Daedalus by 42 runs. Lambs Navy is the sponsor.

● Results of Combined Services cricket matches were as follows: Cambridge University 13 all out and 133 for 2 dec; CS 70 for 3 dec. and 174 all out. Cambridge won by 20 runs. Lavinia, Duchess of Norfolk's XI 246 for 5 dec; CS 230 for 9. Match drawn. Oxford University 350 for 8 dec. and 218 for 7 dec; CS 254 and 132. Oxford won by 182 runs.

New blood required for U25s as stars graduate

IN overcast conditions, Navy skipper LCpl John Baker had no hesitation in putting the RAF in to bat when the two sides met at Aldershot for the Under 25 Inter-Services Competition, writes Lieut.-Cdr. Jim Danks.

Excellent bowling by MEA App David Garbutt (Brilliant) of 6 overs for 8 runs, Steve Miles of 10 overs for 14 runs and Baker of 1 for 14 off 5 overs restricted the RAF to just 37 from 21 overs.

Heavy rain caused the match to be reduced to 23 overs per side and the umpires introduced a limit on the bowlers. This enabled the RAF to score 22 runs from their additional 2 overs.

After the Navy had lost 4 wickets for 22, the restriction on the RAF bowlers was lifted following an intervention by the RAF manager. But a gutsy innings by Baker of 17 not out despite twice being hit on the helmet saw the RN reach 60 for 5 in the 19th over.

This was a well-earned victory, set up by the excellent opening spell by the pace bowlers, the skipper's dogged batting and also the good fortune of winning the toss.

RAF 59-1. RN 60-5. RN won by 5 wickets.

Baker again won the toss in the next match and sent the Army in to bat. He was rewarded with two early wickets, as Garbutt bowled Bartholomew for 0 and Mne. Andy Crofts ran out St George for 8. Mann won an intriguing duel with Palmer, having him well stumped by CK Mark Too-good (Heron) for 44.

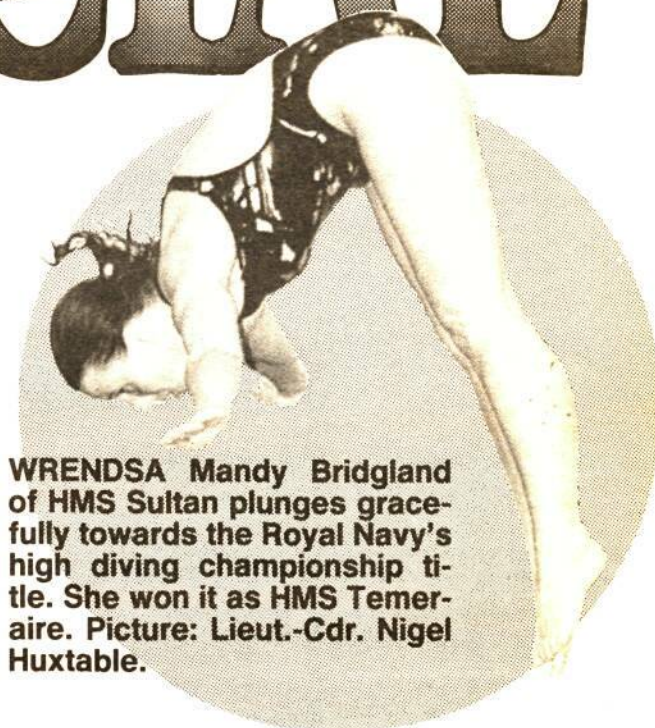
Mne Andy Procter bowled his offspin tidily to take 4 for 38 and he was well supported by Steve Milnes, who conceded just 23 runs from his 11 overs. But the Navy lost control in the latter part of the Army innings.

The RN lost three wickets for 32 before rain caused a delay and the reduction of their target to 159. With Lieut. Alistair Falconer (820 Sqn) playing his best, the RN were in with a chance, but after he slipped, failed to regain his ground and was run out, the innings subsided.

Army 174 for 9. RN all out for 125. Army won by 33 runs.

This victory gave the Army the championship as they had defeated the RAF by seven wickets the day before.

This was the last U25 competition for Steve Miles, who had represented the side for eight years (surely a record?). Baker, Procter and Falconer will also be over age next season and it is hoped they will make their mark in the Senior side.



WRENSA Mandy Bridgland of HMS Sultan plunges gracefully towards the Royal Navy's high diving championship title. She won it as HMS Temeraire. Picture: Lieut.-Cdr. Nigel Huxtable.

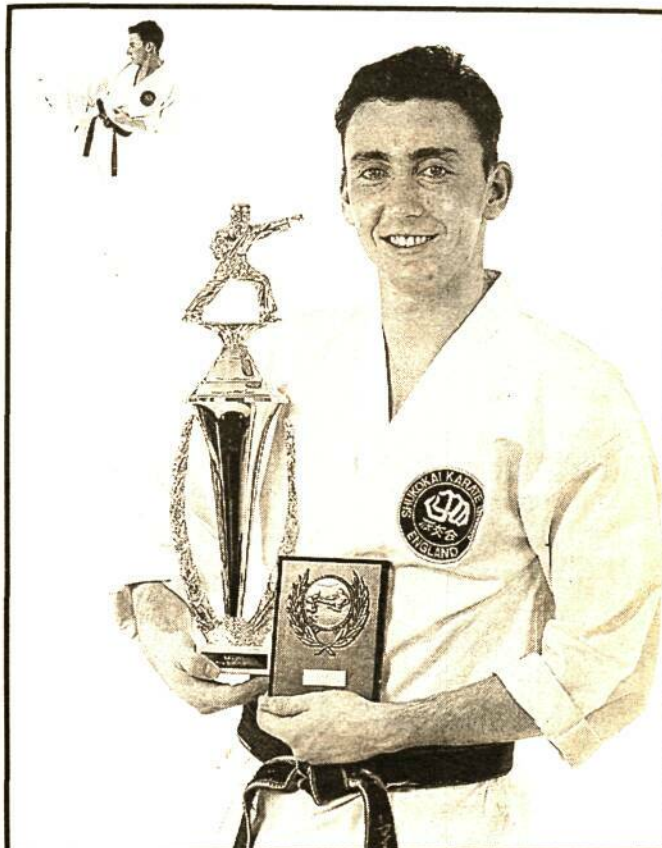
Naval Reservists bang on target

THREE of the four members of the winning UK Reserve Forces team for an Inter-NATO shoot at Ede, Holland, were supplied by the Royal Naval Reserve. They were Lieut.-Cdr. Rex Thornborough, Lieut. James Cohen and Sub-Lieut. Eugene Morgan, all from HMS President. The fourth member of the team was Maj. Brian Darrah (Royal Signals).

The competition consisted of combat shooting with the Browning pistol, Uzi sub-machine gun and FAL rifle, with the UK convincingly winning the Uzi and FAL and the overall championship.

Maj.-General R. Reitsma, Commander-in-Chief Dutch Reserve Forces, presented the prizes and commented on the success of the Navy over the Armies of NATO.

KICK STAR!



WRITER Lee McLocklan, serving in the Unit Personnel Office of HMS Warrior, knows the hands and feet can in fact be mightier than the pen...

Lee has been learning the art of Shukokai karate for 13 years, tutored by his father, who's been a karate instructor for 22 years. And he's been an able pupil: he is a member of the Shukokai karate England national squad and has fought at national level for the past seven years.

Lee, whose other hobbies in-

clude weight-training and running, is pictured with his latest trophies — collected for first place in Kumite (fighting) and third in Kata at the Shukokai Eastern Regionals at Leeds University Sports Centre. The awards bring his total haul so far to 44 trophies and 12 medals.

Picture: LA(Phot) Paul Hanson

World Cup connection

LIEUT.-Cdr. Alan Walker, manager of the England Under 21 hockey team, has embarked on an intensive three month period of squad training in the run up to the fifth U21 World Hockey Cup.

Since the beginning of July, Alan — RN Sports Officer for swimming and hockey on DNPTS Staff at HMS Temeraire — has committed all his annual leave to the preparation of his young squad for the World Cup. And he says there

is a very real possibility this year of clinching England's first ever medal in this tournament.

The Fifth U21 World Hockey Cup will be held in Terrassa near Barcelona from September 8 to 20.

THIS season's U25 team manager, Lieut.-Cdr. Mike Mairs, has taken up an appointment to the Sultanate of Oman. All members of the squad and the RNCC wish him well and thank him for his efforts running the team for two years.

All Blacks heading for Rectory

PREPARATIONS are in full swing at the Rectory for the new rugby season and hopes are high for continued success, but the Devonport players will face some stiff new challenges this winter, writes *Lieut.-Cdr. Dave Lister*.

Promoted to the Western Counties division of the Courage Clubs League after an undefeated league campaign last season, Devonport Services RFC has attracted new fixtures with many of the more senior clubs in the South-West.

Last season the 1st XV, led by veteran RN player POPT Steve Jones and coached by WO Keith Emerson (29 Cdo Reg), blended new talent and more experienced players into a formidable combination which was rarely found wanting.

The team were consistently well served by a back row which regularly featured WO Roger Tinson, well-known veteran of Service sides, whose forays provided the platform for many scoring moves, while the performance of the backs division attracted the interest of both Navy and Devon selectors, resulting in the choice of

Lieut. Eddie Gibbs for the RN side, and fly-half Keith Mitchell for Devon.

There has also been consistent success for the 2nd and 3rd XVs, with the Pilgrims winning the RNEC Cup for the best performance locally.

The Rectory, now been extensively refurbished, with new seating in the stands and many minor improvements to the facilities. It has been chosen as the venue for the Combined Services v All Blacks fixture on November 30, and preparations are well under way for what will undoubtedly be the highlight of the season, with a capacity crowd expected.

Hopes are high for another successful season in 93/94, but Devonport Services are always looking for new members to play at all levels of the game in both midweek and weekend fixtures, thereby allowing some of the "old badgers" to retire gracefully!

Student games

THE Director of Naval Recruiting-sponsored Caledonia Rugby Sevens Tournament took place at the Rosyth Fleet Grounds. Teams from eight universities took part.

Competition was lively and St Andrews, Aberdeen, Stirling and Northumbria reached the semi-finals. The final was played between Aberdeen and Stirling, and Stirling won 17-12.

Flag Officer Scotland and Northern Ireland, Vice Admiral Chris Morgan, presented the cup to the winning team.

ON THE WATER

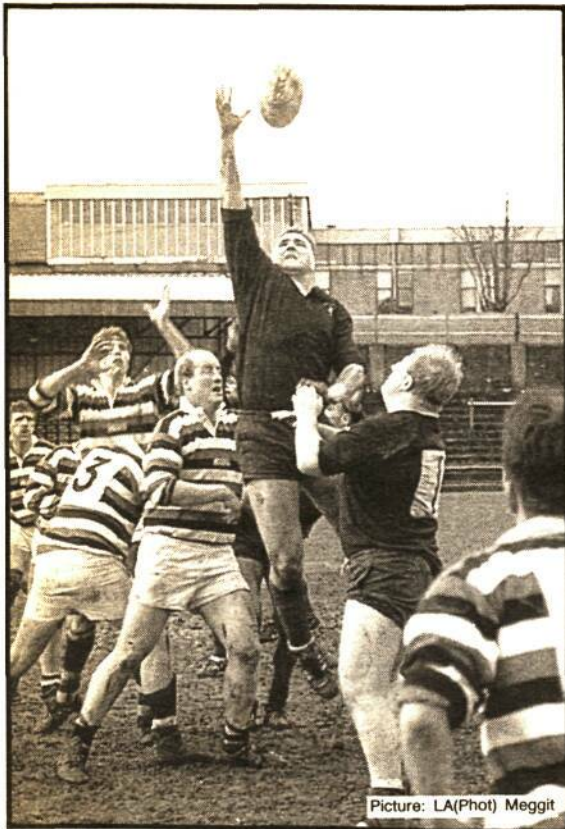
HOSTED by HMS Neptune Sailing Club on Gare Loch, the Inter-Command Dinghy Sailing Championships for the Claud Barry Cup were contested by six teams. The two-day race programme was cut to one due to the light winds, and with five straight wins Fleet Command were victorious.

Portsmouth with 4 wins, Royal Marines 3, Plymouth 2, Air 1 and Scotland nil followed.

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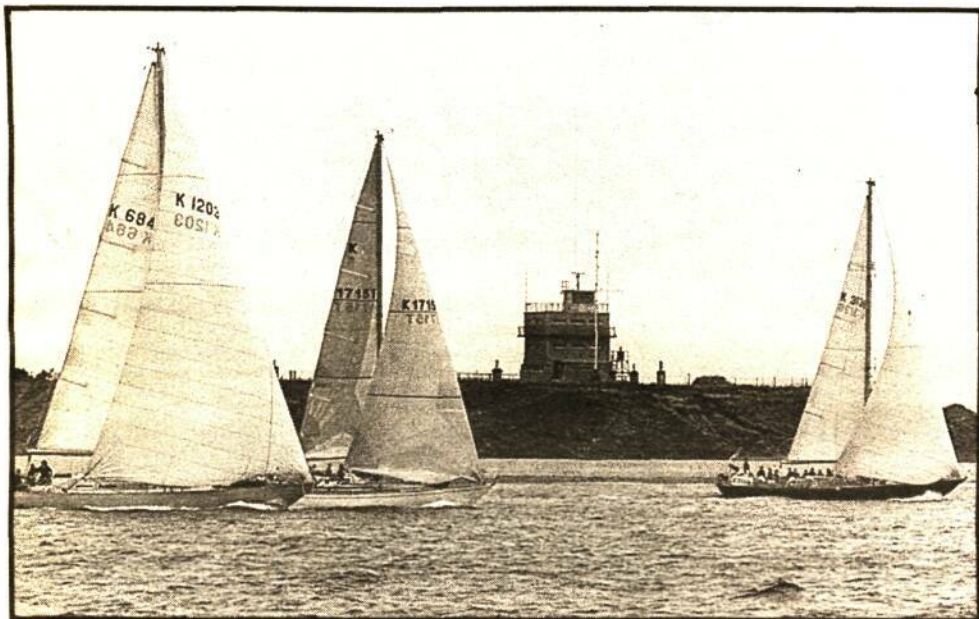
THE 47th running of the annual Fishmongers Cup rowing race on the Thames was won by a team from the Royal Marines Reserve — while a Royal Naval Reserve team took the wooden spoon. In between were rowers representing the Fire Brigade, the City of London Police and the Metropolitan Police Thames Division.

HMS President hosted the prizegiving and post-race barbecue.



LS Dave Honey leaves the opposition standing in Devonport Services' match against Teignmouth. CPO Martin Brough stands by to assist.

Picture: LA(Phot) Meggit



Adventure, the Royal Navy yacht, shows the opposition a clean pair of heels at the start of the Services Offshore Race. The second yacht is the privately entered Asuaque, another RN boat, while the third is the Army's Kukri. They are passing Galkicker Fort.

Picture: LWren (Phot) Annie Keir

TRIUMPH IN REGATTA

WITH decisive wins against the Army and RAF, the Royal Navy won the Inter-Service Offshore Yacht Racing Championship for only the second time since 1982.

The Navy team consisted of Adventure, a Nicholson 55 of 1973 Whitbread Round the World Race vintage (skipped by Cdr. Tony Higham), Gauntlet, a Sigma 38 from RNEC Manadon (skipped by Lieut. Paul Methuen, currently serving at Greenwich), and Placuna, a Victoria 34 (skipped by Lieut.-Cdr. Richard Hanslip, from RNEWOS at RAF Wyton).

The series began with a race around the buoys in the Solent and then a 170 mile offshore race round the English Channel from Gosport, to finish at Guernsey.

First race, the Princess Elizabeth Cup, was a triumph for Methuen and his crew in Gauntlet and they

won overall. Adventure and Placuna were both second in the team race against the other two Services in their respective divisions.

In the team race at the halfway stage the RAF had a narrow lead over the Navy. Lieut. Mickey Broughton (Portland), skipping Asuaque, Lieut.-Cdr. Clive Woodman (DNMP London) and Cdr. David Llewellyn (JSASTC) also won their respective divisions, so it was a dark blue field day at the prizegiving.

The second race around the Channel was a testing affair in light to medium breezes, but once again the Navy team excelled. Although the Navy was leading all three divisions on the

water, the light winds conspired to prevent many yachts from finishing inside the time limit.

However, the all-conquering team from Gauntlet once again finished first overall, with the Britannia Royal Naval College yacht Amaryllis (skipped by Lieut. Peter Craig) a close second.

With no other team yachts finishing, the overall result was a win for the Navy (31pts), with the RAF second (40½ pts) and the Army third (44 pts).

Admiral and Lady Kerr attended the prizegiving at Guernsey and Lady Kerr presented the trophies to the winning crews. She was presented with a bouquet on behalf of all the competitors by the youngest of them, 17-year-old S(R) Scott McDonald (Dryad).

Barbados brings out boxers' best

THE ROYAL Navy boxing squad spent a fortnight in sunny Barbados for two invitation matches against the West Indies. The visit was a huge success and produced some memorable performances.

Accommodated at the Sandy Beach Hotel, the boxers soon made use of the sun-drenched island's attractions. Much hospitality was shown to the team by the ex-pat community.

The first match was held in sweltering heat at the Barbados Community College. The evening opened with Mne John Clarke (Cdo Log Reg) giving a marvellous performance against local man Sherwin Marshall.

At the end it was close, with the verdict going the Bajan's way, but newcomer Clarke certainly set the standard for those to come. Both Navy coaches, CPOPT Tony Bevel and CSgt Leo Toms, thought the Marine was a little unlucky not to get the decision.

Light-middleweight Mne. Ian Thompson (42 Cdo) met Marcus Thomas from Barbados, who had competed in the Barcelona Olympics. Thompson's strength gave the Bajan champion problems, but a strong rear hand cut the Marine above his left eye to end what would have been a very interesting contest.

Team captain Mne Trevor French (CTRM) at welterweight completely outboxed former Caribbean champion Esley Padmore, again from Barbados, to win by a large

margin. And LWtr Ian Cummings (Daedalus) outclassed Derek Jones of Barbados with a controlled exhibition to win on a second round stoppage.

At lightweight LPT Dale Randle (Avenger), Mne Vince Manley (Comacchio Group) and AB Lennie Woodcock (Ledbury) had their hands full with very strong opponents.

Randle lost on points to Kelly Thomas of Barbados, while Manley was stopped in Round 2 of his contest against the incredibly strong Marvin Deane of Guyana. Both Navy boxers stuck bravely to their tasks, producing rousing performances. Manley boxed cleverly to get back into the contest before the stoppage.

Flyweight AB(MW) Lennie Woodcock was withdrawn against the bad-tempered Linden Jones of Guyana after receiving a knee in the face in the opening round. The Navy coaches refused to allow him to continue.

Three times ABA champion Mne Kevin McCormack (45 Cdo) always looked fully in command to outpoint Terrence Poole of Guyana unanimously, and at light-heavyweight Mne Paul Murphy (also 45 Cdo) recovered from a standing count to outpoint Guyana's very durable Mark Hutson. It was a



competent performance by Murphy.

By the second match, held at the National Stadium, it was obvious to the Navy coaches that the Guyana team was by far the strongest. Almost every island in the Caribbean, bar Cuba, sent boxers to this event and the standard was very high.

The only Navy man to box twice was CSBA champion at middleweight, Ian Cummings, who gave a textbook display of southpaw boxing to outpoint unanimously Phillip Livian of

Montserrat. It was a brilliant display by Cummings, who drew gasps of admiration from the local crowd with his skill.

Light middleweight Mne Andy Screen (CTCRM) gave Wayne Braithwaite of Guyana far too much respect with the West Indian pipping Screen to the post by the closest of margins for leading off.

Heavyweight Mne Lee Kerry (45 Cdo) did the opposite, however. Kerry boxed the strong Al Johnson of Jamaica and was determined to enjoy himself.

He picked his opponent off for a comfortable win.

Cpl. Steve Fulthorpe (CTCRM) found himself down after a low blow against the deceptive Guyanan Wakefield Skeete. Steve, brave as always, boxed his way sensibly back into the contest but it wasn't enough and he lost on points.

Special praise must go to Mne. Andy Calpin (CTCRM) at lightweight. He produced what was the contest of the night against Barbados champion Anderson Bayne. The Bajan,

determined not to let Calpin outbox him, tore into him for nine minutes, while the incredibly brave Marine gave as good as he got.

The Barbados man took the verdict, but what a contest it was. The crowd loved it and it was a fitting end to Calpin's career in Navy boxing.

Col. Gervas Wells-Cole RM, chairman of Navy boxing, was generous in his praise of all the teams and of the hospitality the Navy was afforded by the Barbados Tourism Authority.

For the two Navy coaches it was very satisfying that French and Cummings were named as Boxers of the Tournament. With two Olympians competing this was no mean feat. Both coaches were particularly pleased with the way the Navy boxers performed in the heat and the humidity.

Both matches were watched by Mr Wesley Hall, the former West Indies cricket all-rounder who is now Barbados' Minister of Sport and Tourism.

Congratulations go to CPO Terry Godfrey and Lieut.-Cdr. Geoff Palmer, referees for the two contests. They were complimented on their standard of officiating by the international referees in attendance.

And finally, thanks to Surgeon Lieut. Tony Hudson. Everyone was delighted he was called to minister to nothing more serious than mosquito bites!



IAN OUTPLAYS HIS ELDERS AND BETTERS

THIS year's Royal Navy and Royal Marines Strokeplay Championship made history — it was the first time in the competition's 71 year history that it was won by a Junior rate, writes Lieut.-Cdr. Roger Knight.

LWtr Ian Ashenden (Seahawk) rewrote the history books when he became the 1993 champion. He won very convincingly, too — 11 shots clear of his nearest rival, CPO Mick Filleul (Yeovilton).

It was also the first time the championship had been held at the China Fleet Country Club, Saltash. The course had been well prepared, thanks mainly to club general manager Dave O'Sullivan, himself a former RN golfer, and all his hard working staff.

The course certainly proved to be testing and emphasised just how well Ashenden played. With his four-round total of 301 (79, 75, 69, 78), he was the only player to have all four scores under 80 and he was the only one to break 70!

Not only that — his score of 69 set a new course record; a magnificent achievement considering Ian was playing with a borrowed putter, his own having been stolen from his golf bag the night before.

The weather for the start of the competition was glorious: almost unbroken sunshine which continued throughout the championship. It certainly seemed to affect the Scottish players and even the Plymouth Command side with a home advantage found the hot, dry conditions difficult.

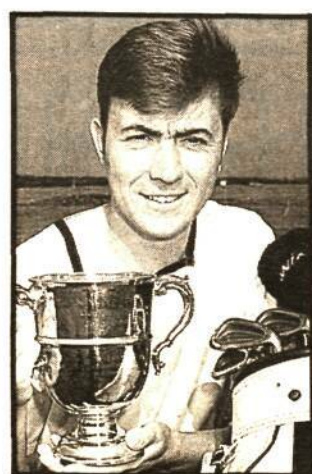
After the first round, CCY Nobby Stiles (Mercury) was in the lead with a 76. In close pursuit were Filleul (77), CK Stuart Huxtable (Cochrane) (78), Sgt Dai Phillips RM (78), Lieut.-Cdr. Pat Lynch (Daedalus) (79) and Ashenden (79).

However, Ashenden's 75 in the second round saw him leapfrog into first place — a position he was to retain to the end — one shot ahead of Huxtable and Filleul. But his brilliant third round 69 put him on a total of 223, well clear of Huxtable (235), Filleul (237), Lieut.-Cdr. Ian Yuill (CTCRM) (240) and Musn. Joe Sharp (240).

A 12 shot lead going into the final round should have been a

nice cushion, but an ugly 8 at the second hole caused Ashenden a minor panic, soon overcame by three birdies in four holes. Huxtable, his playing partner and nearest rival, meanwhile got into trouble.

A final round of 78 saw Ashenden home 11 shots clear of Filleul, who had moved into second with a final round of 75. Huxtable, last year's runner-up,



Ian Ashenden

finished with a very disappointing 94 and ended up joint ninth.

In the Inter-Command competition, where each of the six commands pick half a dozen players and the best five scores each round count, the Naval Air team were easy winners from the Royal Marines. Portsmouth finished third.

This was NAC's third win in a row and their captain, CPO Pat Smith (Culdrose), playing in his last championship before leaving the Navy, will certainly have bittersweet memories of this year's contest.

As last year's champion, he was defending his title, but he suffered the ignominy of failing to qualify! However, he rallied his team well, especially in the last round where all his team

had to score well as one of their number could not play. Smith led by example with a fine 73.

LPT Bill Stretton (Heron) will also remember this year's championship. Having been dropped from the NAC team, he played as an individual and, finishing a very creditable fifth, he easily won the Individual Trophy, presented by W A Consultants (official sponsors of RN golf), as the leading player not selected to represent a Command.

Prizes were presented by the MD of W A Consultants, Mr John Richardson, who had generously affected to replace Ashenden's stolen putter.

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Immediately after the championships the Navy team had to drive to Mid Wales to play Brecon and Radnorshire over the hilly Cradoc course. The Navy did well to find themselves 3-2 up in the morning Foursomes, with wins from the pairings of Yuill and Ashenden, Smith and PO Steve Tinsley (Collingwood) and Stretton and Filleul.

But after lunch the combination of the hilly course, a very hot day and the exertions of the Navy championships finally took their toll and the RN lost the Singles 9½-½.

The halved match which saved the whitewash was due to a fighting recovery by Stretton, who was 3 down after 12 against the local club champion, who was also the captain of the Brecon and Radnor side.

SHEFFIELD United Football Club sent its players to HMS Raleigh to prepare for the forthcoming season. Under the direction of Raleigh's PT staff the squad underwent a training regime including the obstacle course, a squad run, circuits, swimming and golf.



Cpl Butch Bustany and HighHat sail over an obstacle

Team retain NATO cup

HORSES are not machines and there are many misfortunes that can befall an eventer or showjumper even before he enters the arena... and thus early results for the RN/RM teams have been slightly disappointing despite a more powerful squad in '93.

Among the successes were a victory for RNEA Chairman Cdr Richard Bridges (COMAW) in the Military Pre-Novice event at Aldon Horse Trials and a win for his wife, Helen, the next day in an Intermediate section.

And there were red rosettes for POWren Louise Isaacs (Portland) and Mne. Howard Wood (40 Cdo) for winning respectively on Jack of Diamonds and Jasmin in the open and novice showjumping classes at the BSJA Dorset Area Show, organised by Rear Admiral John Bellamy.

Cpl Butch Bustany won the

individual class at Larkhill Horse Show on Cdr Ted Waller's horse, Cruise. Defending the Queen's Plate at the Royal Windsor Horse Show, the Royal Marines had to settle for fourth place.

Despite illness and injury to several horses, the combined RN/RM team produced three clear rounds to see off 13 British, German and Belgian teams to retain the NATO cup, at the Rhine Army Summer Show.

Lieut.-Cdr. Richard Randall (RNEC) on May Belle, Cpl Bustany on Jack and Mne Wood on Jasmin went clear.

Only four points separated the three leading teams after the dressage section of the RN and RM Novice Equestrian Championships, held at HMS Dryad.

But the home team — Lieut.-Cdr Peter Greenwood (Rupert), Lieut Paul De Jonghe (Jack) and Lieut Marie Prescott-Pickup (Rex) — all had clear rounds in the showjumping and attained top marks for style. They won the championship — and the Kemble Plate — by five points. Marie also won the Mountbatten Cup as the highest placed Service competitor.

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SENIOR SERVICE SPOKESMEN

THE first RAF Mountain Bike Championships gave representatives of all three Services a chance to shine and the Navy a chance to win!

An early lead in the open category — for competitors who had raced previously — was taken by AEM(M) Anthony Rossi (Portland) after a sprint around the course.

He held on to this and with colleagues Cpl Jim Oakley (Comacchio Group) and PO Andy Gale (Collingwood) secured the team prize for the Senior Service.

Anyone interested in racing for the RN/RM at mountain bike events around the country

should write or telephone the RM Mountain Bike Sec, Cpl Oakley, PT Office, Comacchio Group, RM Condor, Arbroath, Angus DD11 3SJ (0241 72201 ext 4031) or CPO Chris Turvey, HMS Collingwood ext 646.

● Best of the Royal Navy cyclists in the Inter-Services Two Day Road Race Championship, hosted by HMS Collingwood, was CPO Paul Graham (Haslar). He was fifth overall and also took the prize as first veteran.

PLAYING UP A GALE—VERSUS STORM EAST

HAVING started the season badly, with a 4-0 home defeat by Devon in the FA County Youth Challenge Cup, the Royal Navy Youth football team came back to produce a string of creditable performances.

Among them was an excellent 1-0 away win against Devon, the eventual champions, in the South West Counties League.

By far the best win in this league was the 4-1 victory over Gloucester Youth FA. This result was particularly pleasing as in the previous match the RNFA(Y) had lost 2-1 to local rivals Hampshire — the winning goal being scored in the 93rd minute. They finished the league in fourth position.

The team had a close fought battle against the Army at Aldershot, but went down 2-1, having missed a first half penalty.

Navy Youth also competed in the 14th American Airlines Dallas Cup competition. The first match proved to be the team's best performance of the whole season; they ran out 7-0 winners

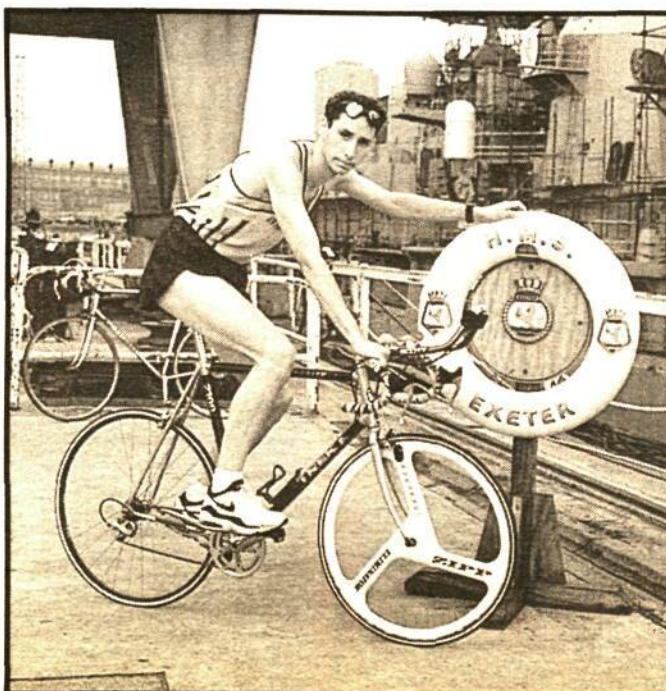
against the American side Storm East.

A further win and a draw saw them through to the quarter finals, in which against a well-drilled and skilful Czech side in stifling heat they lost 2-0.

It is worthy of note that the RNFA(Y) are as welcome in Dallas now as in previous years. It is with much pleasure that the management can report that the players' behaviour on and off the field undoubtedly enhanced the already strong ties between the RN and the host families.

Overall it was a good season, thanks to well motivated players displaying excellent team spirit. The co-operation of their respective ships and establishments ensured that availability for training and matches was maximised.

Arduous training pays off for Gavin



AB GAVIN Lancaster, who began competing in triathlons and duathlons in 1988, is on the verge of representing Great Britain in the United States Duathlon next month.

Burt, as he's known on board HMS Exeter, has a series of wins — particularly firsts in age group — to his credit as long as his arm.

He races for the Royal Navy and for Total Fitness Tri Club, Swindon. The run/cycle/run duathlons usually comprise two five kilometre runs and a 30km cycle. Most pool swim triathlons are made up of a 400-450m swim, a 20-25 mile cycle and a four to five mile run.

Burt's weekly training includes on average 10,000m swimming, 160-200 miles on his bike and 40 to 50 miles running. He races on a Trek carbon fibre racing bike with tri-spike composite wheels.

His personal bests are — swimming: 400m, 5.36 (1993);

cycling: 10 miles, 21:43 (1990), 25 miles, 55:17 (1991); running: 5km (road), 15:42 (1993); 10km (road), 31:29 (1991).

Among this year's results so far Gavin was first in age group and seventh overall in the Ringwood Triathlon. He finished 29th overall in the elite Fairford International Duathlon. Again he was first in age group — and this despite being knocked off his bike shortly before the event!

He was first in age group and fourth overall in the Marlborough Triathlon and first in age group, third overall in the Swindon duathlon. He will be participating in the National Duathlon Championships at the end of August.

Field days for athletes

HELD on the newly-laid track at Burnaby Road, the RN Athletics Championships saw several Navy records broken and championship best performances recorded.

Wren Emma Craig (Culdrose) set a new WRNS record in the 3,000m with a time of 10:12.2 and went on to complete a double by attaining a personal best of 4:58.5 in the 1,500m.

RN athletics secretary Lieut.-Cdr. Clive Lamshead pointed to Emma's hard training throughout the winter months and was optimistic of further improvement during the summer.

Lieut. Andrew Quixley set a new championship best with a javelin throw of 58.04m. A keen supporter of RN athletics over the years, Andy set a new Navy record last season.

New discoveries so far this season include PMA Rob Smith (Haslar), who won both the 100m and 200m sprint events. CPO Rupert Williams, a past champion, was given the same time in the 100, but Smith was adjudged to have won the race.

Team captain Sgt Andy Mitchell set a new RM record in the hammer and went on to win both the discus and shot-put. Another notable performance came from Lieut. Terry Price (Collingwood), who again won both the 400m and 110m hurdles. He has now won these events a total of 22 times!

Within a week of the RN Championships, Terry won the N. Ireland 400m hurdles title with a personal best of 52:39. Back at the Navy event, Terry's protégés, whom he has been coaching at the Mountbatten Centre, Portsmouth, collected a stash of medals.

The group includes Rob Smith (see above), Wren Wtr Justine Warnock (Mercury) (winner of the women's 100m and 200m), and Sub-Lieut. Rick Paulson (1st leg of the winning 4x400m relay team).

The 1,500m was a closely-contested event, with AEM Jones in his comeback year beating England international WE Garry Gerrard. But Garry went on to win his first choice event, the 5,000m, very convincingly.

Sub-Lieut. Anna Krysztofiak was another athlete to bring off a fine double — the most demanding 400m and 800m. And Wren Tracey Brough pulled off a double with the long and triple jump titles.

There were also good performances from Jardine (discus and javelin), and POWren Pippa Routledge (Neptune) in the 400m and 100m hurdles. New find LNN Roz Ceaser (Haslar) convincingly won the high jump and shows promise as a heptathlete.

Air and Scotland won the ladies event, while the Royal Marines kept their hold on the men's championship.

HMS Heron triumphed in both the men's and ladies' sections of the Navy Cup Final, although the women's title was not settled until the final event, in which Heron beat Drake to retain their crown by one point.

All credit to LWrenPT Bowen for her hard work getting the winning team together. HMS Nelson came third. In the men's cup final, last year's winners, HMS Sultan, were beaten into second place by the very strong Heron squad. Cdo Logs came third.

It was a pity that HMS Gannet, who qualified for the final by winning the Scotland Command Championships, were unable to field teams in what is proving to be a most successful and competitive championship.

BACK at Burnaby Road the

main feature was staged — the Inter Service Athletics Championships. The Army and RAF had their fair share of internationals, including ex-Olympian Clarence Calder (Army) who won the 100m and 200m.

Sgt Finch and Cpl. Holmes, two other internationals, took back to their regiments respectively the 800m and 1,500m and the 400m and 800m ladies titles. New Inter-Service records were set in the 3,000m by Sgt Bradley (Army) in 9:58 and by SA Kingman (RAF) with a pole vault of 4.9m.

Best Navy performances came from Emma Craig (again!). She finished second in the 3,000m, creating another RN record with a time of 10 minutes point 9 of a second, and was also second in the 1,500m in a time of 4:50, knocking eight seconds off her Navy Championship time.

Veteran sprinter Rupert Williams returned commendable performances in the 100m (3rd) and 200m (4th). Rob Smith was hampered by injury. LNN Ceaser came third in the high jump, and Justine Warnock recovered from a disappointing 100m to finish second in the 200m.

The men's team championship was won by the RAF, while the Army won the ladies.

A NEW record of 9:31:23 was set by Commando Logistics Regiment for the MacMillan Appeal 100 x 1 mile Relay, knocking nearly 13 minutes off HMS Sultan's original record.

The competition involves 100 different runners covering a distance of one mile each and the idea is to collect sponsorship money for the MacMillan Nurses Appeal.

Any ship or establishment wishing to challenge for the trophy should contact Lieut.-Cdr. Clive Lamshead on PNB ext 24153.

CONTINUING to fly the flag for the Royal Navy Down Under is Lieut.-Cdr. Bob Chapman, currently on an exchange posting to Australia.

Bob finished the athletics season with a silver medal at the Australian Veterans Athletics Championships. He is now well into the cross-country season; he came second and was first veteran by over two minutes in the Australian Inter-Services Cross-Country Championships held near Sydney.

INCORPORATING the Royal Navy Road Race Championships, the HMS Sultan 10 Mile Road Race will take place on September 26, starting at 1100.

For men the time to beat is 47 minutes 25 seconds and for women 54 minutes 40 seconds. In each case a weekend in a 5-star London hotel for two and a weekend cross channel trip for two with car are up for grabs.

Major sponsors for the event are P&O European Ferries, Serco Gifford, BHE Sports International and The Gloucester, London. The entry fee is £5 for attached and £5.50 for unattached runners. For an entry form write to POPT Jock Stewart, PT Office, HMS Sultan, Gosport, enclosing a stamped addressed envelope.

LWRENDH Lesley Allen (Daedalus), who lead the field in the '92 Inter-Services, had a fight on her hands for this year's women's title in the RN

and RM Endurance Triathlon Championship at Lymstone.

She and POWren Ali Parnell (Heron) left the pool with just six seconds between them. Their remarkably close margin continued in the cycle, with Ali's split five seconds ahead of Lesley's. It was not until the

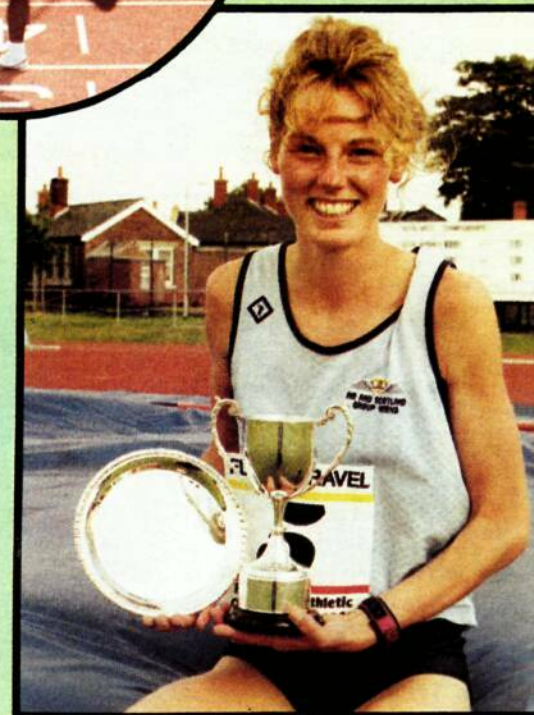
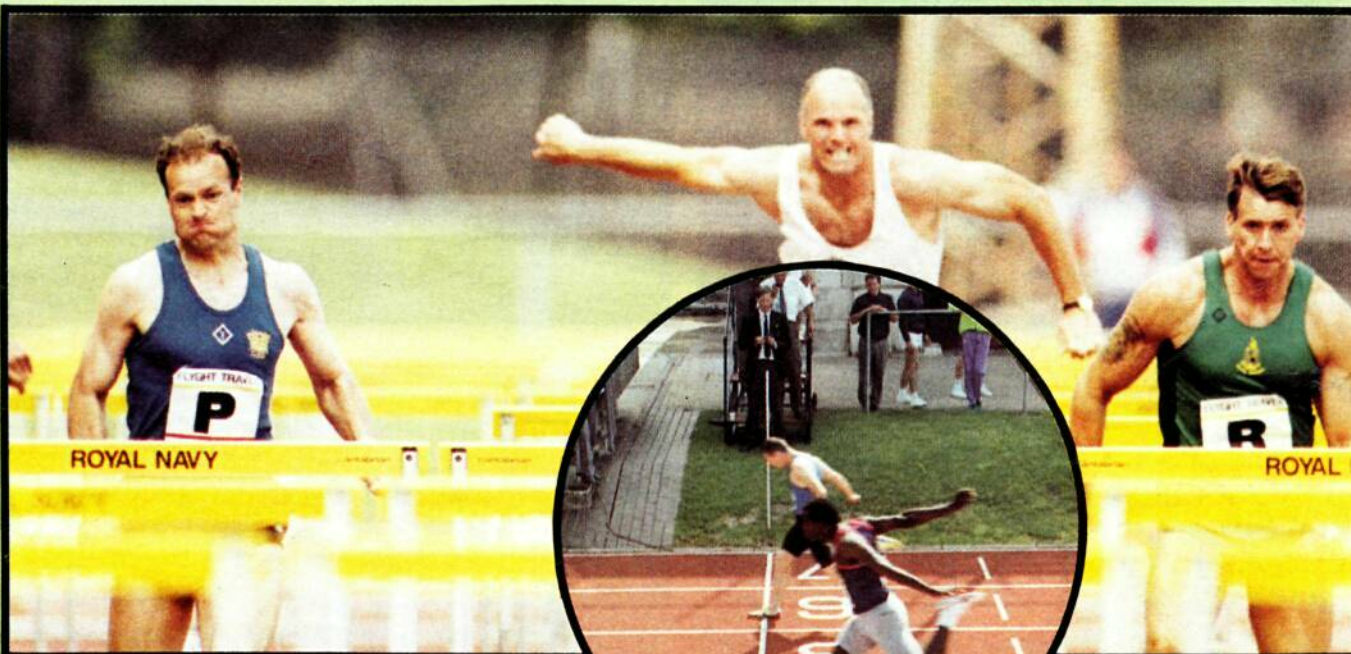
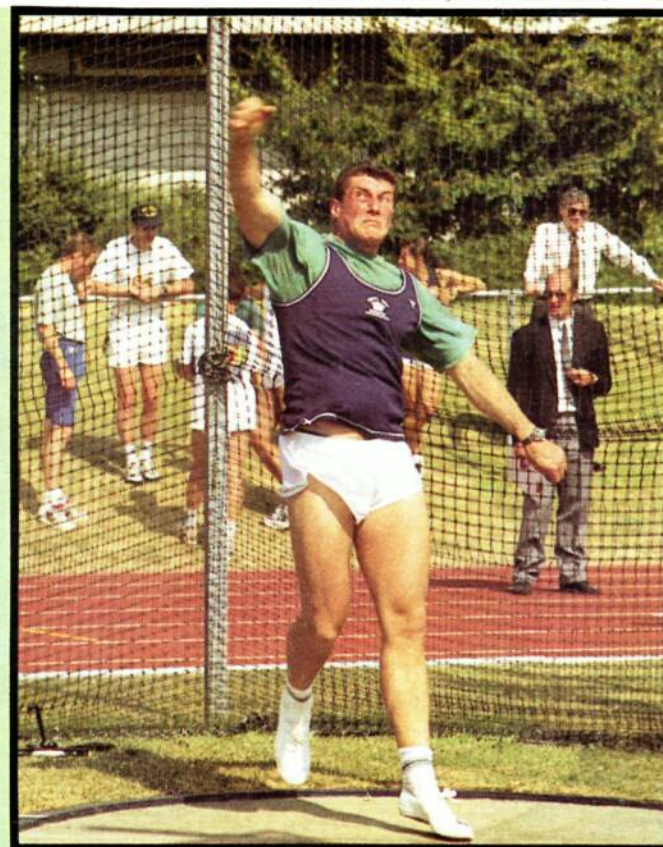
run the battle was decided.

Lesley showed her speed of foot, clocking 28:29 for the four mile run, and came in 38 seconds ahead of Ali.

Lieut. Viv Price (RNEC) was third overall, despite the fastest run (28:10), POWrenPT Carol Strong (Mount Wise) was fourth and Sub-Lieut. Louise Eastwood (RNEC) was fifth.

Pictures: (top to bottom) Lieut. Andy Wolvern (Cottesmore) in the discus. Lieut. Terry Price (left), CPO Eddie Over and Sgt Stu Gibbs battle it out over the 110m hurdles. PMA Rob Smith beats CPO Rupert Williams by a head in the 100m. POWren Pippa Routledge in the 4 x 400m relay. Wren Emma Craig, RN Young Sportswoman of the Year, with two of her trophies. POPT Mickey Northard (Brilliant) in the high jump.

Emma and hurdlers pictured by LA(Phot) Andy Pratt. Other photos by Lieut.-Cdr. Nigel Huxtable.



COMPETING in the 640kg category, HMS Sultan's tug of war team were runners-up in the Hampshire Championships, held at Hythe in Southampton.

Coached by POPT Jock Stewart, the team comprised MEAs Whalley, Philip, Strachan, Jagger, Hirst, Alexander, Hinde and Boulton.

HMS Sultan played host to the RN Tug of War Championship in which again the competition weight was 640kg. The Sultan A team (as above) won the event and the Sultan B team (MEAs Connah, Thomas, Bessant, Young, Laycock, Saddler and Joss and Lieut. Spanos) were runners-up.

HMS Sultan went on to represent the Royal Navy in the Inter-Service Championship at four weights. In each category each Service was represented by two teams.

At 680kg Sultan finished third, at 600kg fifth, at 640 sixth (having lost a man through injury) and at 560kg third. In this final category the RN team comprised four men from Sultan and two each from HMS Collingwood and HMS Cambridge.



Touch of the sun for Orkney

HMS Orkney enjoyed a well-deserved break from the home waters of the North Sea and the South Western Approaches when she visited Gibraltar for some maintenance and "fun in the sun".

With the new commanding officer, Lieut.-Cdr. Brian Warren, embarked, HMS Orkney sailed from Plymouth to patrol the Western Channel regulating fishing carried out by British, French and Spanish boats before heading south.

Navigating by the stars she had a good passage down the coast of Portugal, stopping for a warm "hands to bathe". During the evening the Senior Rates, led by their "Starter" POMEM(M) Graham Tonge hosted a spot of horseracing resulting in a tidy sum raised for Multiple Sclerosis.

During her week in Gibraltar a comprehensive sporting programme was embarked upon.

LSA Herbie Lott and LRO(G) went on exped to the Sierra Nevada while Orkney's sports teams managed to beat HMS Blackwater and HMS Rooke's Wrens at volleyball.

With suntans fading fast, HMS Orkney has returned to the North Sea for Fishery Protection Patrol, covering 25,000 square miles of ocean in one month and achieving 75 boardings.

The one that didn't get away... LSTD George Evans holds up an unusual catch, a Sunfish discovered off the west coast of Portugal while the ship made her way to Gibraltar.



CANTERBURY PILGRIMAGE

POTS Vicki Reti and LRO Thompson gave the Princess Royal a traditional Maori welcome when she visited HMNZS Canterbury in Portsmouth. The New Zealand Leander Class frigate was launched by the Princess 23 years ago.

Coventry's back to base

AFTER five months away on Armilla Patrol HMS Coventry has now returned home to her base port of Devonport.

Her busy programme included visits to Kuwait, Oman, Bahrain and the UAE with periods of exercise and patrol at sea during which she took the opportunity to work with a host of different nations including the US, Russia, and France.

A 20-day stand-off in Mombasa gave the chance for over 50 wives and friends to join their families and while alongside many of the ship's company went on safari into the Kenya interior.

HMS Coventry then sailed east to the Seychelles which proved to be a popular, if expensive, visit.

After five-days alongside she sailed north towards Suez and her handover with HMS Corn-

wall, arriving home last month at Devonport. The occasion was a memorable one for the ship's commanding officer, Capt. Stephen Saunders, who leaves the ship this month.



Dukes to complete on Tyne

HM ships Westminster, Northumberland and Richmond will complete on Tyneside, following an agreement between the MOD and the receiver of Swan Hunter.

Defence Procurement Minister Jonathan Aitken told the House of Commons this allowed time to continue efforts to find a buyer for the yard, which called in the receiver after losing the contract for the new helicopter carrier HMS Ocean to VSEL at Barrow-in-Furness.



Triumph 'down under'

LOOKING a bit weather-beaten on her arrival at HMAS Stirling is HMS Triumph, the first RN nuclear-powered submarine to visit Australia.

As part of her seven-month voyage demonstrating how far nuclear Fleet submarines can operate without surface support, HMS Triumph arrived in

Western Australia to be met by Flag Officer Submarines, Vice-Admiral Toby Frere, and the Canberra-based British Defence and Naval Advisor

Commodore Brian Adams.

The port call was a good opportunity for the reunion of the commanding officers of Triumph and HMAS Orion. Cdr. Ric Shalders RAN and Cdr. David Vaughan, pictured left sporting customary slouch hats, are old friends from their time together on the "Perisher" course in 1986.

After a busy round of social and sporting events — including the inevitable "barbie" — HMS Triumph left Australia for a 10-day visit to Singapore. Some of the more memorable activities ranged from the sublime — high tea at Raffles Hotel — to the ridiculous — high tea with a group of orang utans at Singapore zoo.

Prior to her deployment to the Far East, HMS Triumph purchased a cycle ergometer through a Sports Lottery grant. Members of the crew used the machine — which clocks up miles cycled — to "race" the nuclear-powered Fleet submarine to Australia... and won by several hundred miles!

